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Republican Party (N.Y.)

Facts and figures concerning the...

[New York?]

[1910?]

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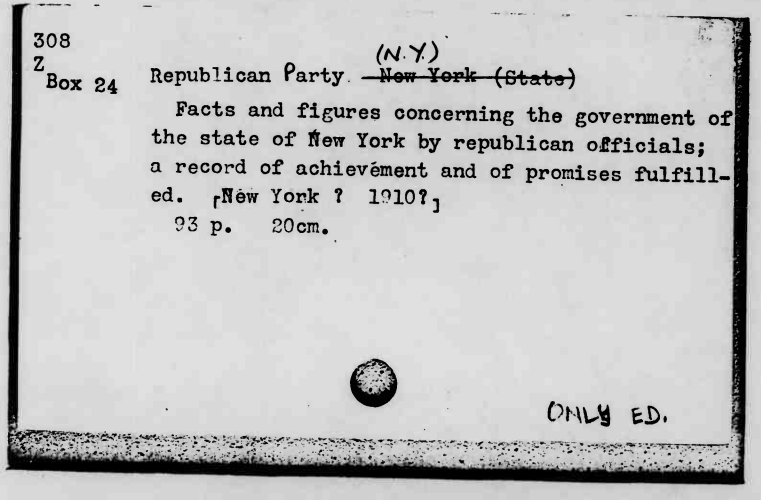
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Republican Party. (N.Y.) ~~New York (State)~~

Facts and figures concerning the government of the state of New York by republican officials; a record of achievement and of promises fulfilled. [New York ? 1910?]
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FACTS AND FIGURES

CONCERNING

THE

Government of the State of New York by Republican Officials

A Record of Achievement and of Promises Fulfilled

PRESIDENT TAFT TO NOMINEE STIMSON.

It gives me the greatest pleasure to hear that you have been chosen as the Republican candidate for Governor of New York. I sincerely hope and believe that you will be elected. You certainly will be elected if the people of New York wish to have as their next Governor a citizen of the utmost civic courage and disinterested patriotism, a lawyer of eminent ability and a man of the highest character.

WILLIAM H. TAFT.

GOVERNOR HUGHES TO NOMINEE STIMSON.

My heartiest congratulations upon your nomination. The State will be fortunate indeed in securing your service.

CHARLES E. HUGHES.

mar-17,1910-B13

The Platform.

ADOPTED BY THE REPUBLICAN STATE CONVENTION AT SARATOGA, SEPTEMBER 28, 1910.

The Republicans of the State of New York, in convention represented, resolve as follows:

We declare relentless warfare upon official and legislative wrongdoing in this State. A Republican Legislature ordered an immediate and searching inquiry into all corrupt practices, and this inquiry is now going forward vigorously. We pledge its continuance, with additional authority if required, until all such wrongdoing capable of exposure has been brought to light, to the end that the guilty shall be punished and the innocent relieved of unjust suspicion. Dishonesty in public service is, next to treason, the most flagrant of crimes. In ridding our institutions of this cancer growth we know no party distinction.

The crimes which have been committed have involved members of both parties, and the fact that some of the wrongdoers have masqueraded under the name of Republicans neither has gained nor shall gain them immunity from punishment by Republicans. Not only have they wronged the people but they have proved themselves the worst enemies of the party. The crook and grafter and unfaithful man in public service shall be put out and kept out.

INTENTIONAL SECOND EXPOSURE

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National Administration.

We enthusiastically indorse the progressive and statesmanlike leadership of William Howard Taft, and declare our pride in the achievements of his first eighteen months as President of the United States. Each succeeding month since his inauguration has confirmed the nation in its high estimate of his greatness of character, intellectuality, sturdy common sense, extraordinary patience and perseverance, broad and statesmanlike comprehension of public questions and unfaltering and unswerving adherence to duty. He has strengthened our prestige with foreign nations and treated with vigor and wisdom important international problems, notably our tariff relations with Germany, France and Canada. Under his administration the prosecution of those implicated in the sugar and other customs frauds has been continued and convictions obtained; there have been impartial and energetic enforcement of the Sherman anti-trust act, a substantial reduction of governmental expenses, the establishment of better business methods, which will result in greater efficiency and real economy; remarkable progress in the construction of the Panama Canal, and the withdrawal from private entry of over 71,000,000 acres of the public domain, to preserve for public benefit valuable coal and other mineral deposits, timber land and water power sites.

On his recommendation Congress has provided for a commission to investigate and report on the regulation of the issuance of stock and bonds by public service corporations engaged in interstate commerce. He has advocated a new system of appropriations for river and harbor improvements, under which each item, after investigation by experts, shall be approved and carried to completion as a separate measure. This recommendation we heartily indorse.

The Tariff.

The Payne tariff law reduced the average rate of all duties 11 per cent. By increasing the duties on some luxuries and articles not of ordinary use, making, however, no increase on any common food product, it turned a national deficit into a surplus. Under its first year of operation the value of imports free of duty was the greatest in our history by $109,000,000, and the average rate of duty was less than under the Wilson law. Unlike that Democratic law, its great reductions of duty have not stopped industry nor deprived labor of any part of its hire. It gives free trade with the Philippine Islands and it establishes a customs court. Its maximum and minimum rates give us for the first time equality of opportunity with other nations in our foreign trade. In providing, upon the suggestion of President Taft, for a tariff board it affords the means of still more accurately determining the difference in cost of production at home and abroad. A Republican Congress is necessary to provide needed appropriations for this board and to assure business and labor that changes in rates will be made only to equalize the difference in cost of production and not to reduce rates to the free trade or purely revenue basis favored by the Democratic party. To avoid disturbance of business we urge the adoption by the Congress of the joint rule of the two houses recommended by the President and leaders in Congress, by which the two houses could consider a single schedule or a single paragraph of the tariff without the necessity for amendment which would lead to a general revision. Advances in the cost of living are only the local reflections of a tendency that is worldwide and cannot be truthfully said to be due to the present tariff.

The Congress.

The Congress has responded to recommendations of the President by enacting measures of far-reaching importance to the people, including valuable amendments to the Interstate Commerce Law, a postal savings bank law, a law providing for the publicity of campaign expenses, the creation of a bureau of mines with a view to the better protection of mine workers, laws extending the regulation of safety appliances and the law providing a method by which the surface of coal lands and other mineral lands is made available for agricultural use, while conserving the minerals under the surface for the public benefit. The right of the President to withdraw public lands for conservation purposes has been set at rest by legislation, and the completion of irrigation projects is assured by the authorization of $20,000,000 of bonds.

The Courts.

The test of civilization is an orderly and efficient government, one of the essentials of which is a judiciary of upright, able, industrious, courageous men, promptly administering the law to rich and poor alike, without fear or favor, and protecting the individual in his rights and liberties against the injustice of the mob as well as against the greed of the powerful. We count it fortunate that the President has secured as a member of our highest tribunal a man with the great intellecutual power and the splendid legal attainments of Charles E. Hughes.

Gov. Hughes's Administration.

We congratulate the people on the notable progress of the State under the four years' administration of Gov. Hughes, which has been conspicuous for the highest standards of efficiency. He has ap-

pealed to the conscience and intelligence of the people and championed legislation demanded by the moral sense of the community. Through his wise recommendations and the efficient action of a Republican Legislature all public service corporations in the State of New York have been successfully taken out of politics by being placed under commissions of high character; laws have been passed extending the corrupt practices act to primaries, for a more scientific method of making up the State budget, providing for the licensing and regulation of motor vehicle traffic, strengthening the provisions against racetrack gambling, for reforesting the forest reserve and for better protection against forest fires and making the insurance and banking laws more effective. The increase in the cost of administering the State reflects the higher standard of care of the infirm, the insane and the dependent, the extension and increased efficiency of the public school system, the instalments for the barge canal sinking fund and the systematic building and maintenance of State highways.

Labor and Capital.

The record of Republican legislation during the last eighteen years conserving the public interest by improving the condition of labor is unequalled in our history. One hundred and sixty such enactments were written in our statutes, covering the whole range of labor's interests in the workshops, factories, mines and quarries and upon all forms of public work. We are proud to record that New York has been the first American State to provide by law for the compulsory compensation of employees sustaining personal injury while following extra hazardous occupations, and also to legalize

voluntary agreements as to compensation between employers and employees in all other occupations. We commend the law of last winter which requires that all accidents in building, construction and engineering work be reported to the Commissioner of Labor. We commend the creation in the department of the bureau of industries and immigration.

We believe that capital honestly employed, should be permitted to feel that sense of security essential to stimulate its legitimate investment and thus safeguard the prosperity which has been so well established under Republican administration.

Agriculture.

We believe that the encouragement of agriculture and the betterment of country life are vital to the future of the State. Great areas of productive lands now idle should be brought under cultivation. Knowledge of modern farming methods should be widely disseminated throughout the State. Under Republican legislatures large sums have been appropriated for the extension of facilities for agricultural education, for preventing the spread of diseases of animals and for the eradication of pests. We pledge ourselves to the continuance of this vital work and to the support of all practical methods for increasing the number of farm owners and furthering their interests. We believe that an important aid to the agricultural interests of the State is the New York State Fair and in a continuance of the policy which is making this exhibition a means of education for the farmer and productive of the greatest good.

Conservation.

In the interest of the growth and prosperity of the State we favor the conservation, development and

utilization of all our natural resources, under conditions, however, which will protect and safeguard the rights of the State. We favor such regulation of our rivers by storage reservoirs, or otherwise, as will multiply and equalize the hydraulic power, give relief to thousands of wage-earners who are now regularly deprived of work during the summer months, prevent needless loss of profits to manufacturing and mercantile communities, stimulate the upbuilding of our industries, eliminate the annual destruction of property by floods and improve unsanitary conditions; and we pledge ourselves to the prompt adoption of such constitutional and statutory enactments as will accomplish these ends.

Canals.

The businesslike methods which have characterized the work attending the construction of the barge canals under Republican administration during the last two years should be highly gratifying to all the people of the State, and they are to be congratulated on the fact that the efficiency shown by the authorities to whom this most important work has been intrusted already insures its completion within the original estimates. The importance of bringing this work to a completed state at an early date cannot be overestimated, and we pledge the party to this accomplishment.

Grade Crossings.

The State is already committed to the policy of contributing its share toward the abolition of grade crossings, a matter which the rapid growth of both our urban and rural population is daily making of more importance, and we favor a reasonable liberality of appropriation by the State for this purpose.

Condemnation Practice.

We urge upon the Legislature the re-enactment of the proposed amendment to the Constitution which was adopted by that body at its last session and which provides that the value of private property taken for public use shall be ascertained by the Supreme Court with or without a jury, in addition to the other methods now provided by law, to the end that the gross extravagances that now prevail in condemnation proceedings in some sections of the State may no longer be imposed upon the taxpayers.

Tuberculosis.

We favor conservative State action in the prevention and cure of tuberculosis.

Preventing Primary Frauds.

We believe that the same safeguards should surround primary elections as have been shown to be effective in preventing repeating and frauds at general elections. We therefore favor extending the signature law, as now applied to general elections, to primary elections.

Economy.

We demand the most rigid economy in every department of the State, always with due heed to the growing needs of a great Commonwealth.

Direct Nominations.

To Governor Hughes is due the credit of arousing the interest of the people and convincing them of the need of directly electing their party officers and directly nominating their party candidates. We promise legislation which will enact these principles into law. We appeal with confidence to the intelligence and patriotism of the people for the indorsement of this platform and the election of the candidates of this convention.

Mr. Stimson's Acceptance.

SPEECH OF HON. HENRY L. STIMSON, ACCEPTING THE REPUBLICAN NOMINATION FOR GOVERNOR; DELIVERED AT THE REPUBLICAN CLUB, NEW YORK, OCTOBER 4, 1910.

Mr. Chairman and Gentlemen of the Notification Committee:

With a high appreciation of the honor conferred by the convention and with a profound sense of the responsibility assumed, I accept the nomination for Governor.

I am deeply impressed with the importance of the mission of the Republican party as a leader in progress. As our governments, State and National, confront the successive problems which are raised by the great industrial and social changes of our country the welfare of the people and the security of their material interests will be found to depend in a very large measure upon whether or not the leadership in such changes is taken by the Republican party.

The giant growth of our commerce and our industries, the absorption of our free land, the gradual change of the American nation from a farming people to one largely living in cities, with needs far more diversified than those of their fathers, have made and are making necessary a constant growth in our system of laws and in their administration.

If the intelligent and prosperous business men of the country continue to participate in this movement, the necessary changes will be wise, constructive and permanent. Should they, on the contrary, go into opposition, the necessary reforms would still undoubtedly come eventually; but they would come less wisely and conservatively, and with far more likelihood of disturbance to business and to the public.

Faith in the People.

We have faith in the ability of the people through their governments, State and National, to successfully confront these necessary changes and to exercise the powers which such changes involve. They have done so many times in the past. We do not in the least share the apprehensions of our opponents in this respect. Republics do not become corrupt and inefficient by bravely undertaking their growing duties.

On the contrary, corruption follows in the train of inaction and inefficiency. Governments which fail to control a recognized evil, which lull themselves with the fatuous hope that the evil will correct itself, always find that the task grows daily more difficult through the pressure of the private interests that are fostered by the evil.

Our party, when in control of the government of this State as of the nation, has not hesitated to face these responsibilities. The past decade is a long record of progressive legislation and of increasingly efficient administration by both Federal and State Governments.

Federal legislation has freed our interstate railways from the obstruction of rebates and discriminations. Federal sanitary laws have made it possible for the citizen to depend upon a far distant food

supply with safety and confidence. Federal labor legislation is not merely reducing the appalling list of industrial casualties which has brought reproach upon our railways and factories, but is daily bettering the condition of the workman and producing more satisfactory relations between him and his employer and between both and the public.

Progress Against Protest.

Not one act of this series has been passed without a frantic outburst of protest from the same interests that are now voiced in the Democratic platform and the same pretended appeal to the constitutional safeguards of the fathers. Yet the legislation, when enacted, has gone into effect without any disturbance of legitimate business conditions; the courts have gone steadily forward approving its constitutionality, and the business men, by whom, as federal jurors and grand jurors, the laws have been enforced have, by their attitude, given convincing evidence that the honest business man has nothing to fear from, and does not fear, progressive and well-considered regulation.

The coming campaign is a State campaign, to be decided upon State issues. In the case of our State government alarm against progress is not only groundless but inconsistent, for a progressive and efficient State government is the surest safeguard against undue extension of federal power.

Those who profess fear of undue activity by our national government should be the first to insist upon vigorous and forward policy in the State. States' rights will best be conserved by a vigorous fulfilment of States' duties. Yet the same opposition has greeted most, if not all, of the series of Republican measures of economic and social legislation which have been enacted under the brilliant leadership of Governor Hughes.

Reforms Approved by Courts.

It is well to bear in mind the long list of such progressive enactments, all of which when challenged have received the approval of the courts. The Public Service Law, with its amendments, including the effective control of gas and electric light companies; laws making more effective the supervision of insurance and banking; the pure food and inspection law; acts requiring sanitary conditions in factories, safeguarding the employees and limiting the hours of employment for minors; the act strengthening the semi-monthly payroll and regulating employment agencies, the recent act providing for the regulation of telegraph and telephone companies, and finally, and of great importance, the act establishing in New York for the first time in the Union the principle of compulsory compensation for industrial accidents and correcting much of the gross injustice of our negligence law.

The opposition which greeted and has followed the Public Service Law has scarcely died away. Yet the president of the largest railroad under the supervision of the New York commissions has recently made public his emphatic approval of that law's working, looked at from the point of view of his railroad and of the public.

President Brown of the New York Central says in his last annual report to his stockholders: "The influence and the co-operation of these commissions have been uniformly beneficial to the road and have done much to improve the service for the public."

As a Progressive Party.

Such is the record of our party as a progressive party. We propose to use this method of the past in dealing with the problems of the future. We propose to apply our constitutional system to the successive social conditions that arise, hopeful that it will be found adequate for the purpose.

We do not propose that our government shall stand still while all else moves forward, and we do not propose to be deterred from such progress by any dishonest cry of innovation. We assert, on the contrary, that this is the method which our fathers employed in meeting their own problems; that it is the only method which a constitutional democracy can employ, and that the alternative, inaction, leads to inefficiency and corruption.

Legitimate business has nothing to fear from such a program. Such progress in the past has never been inconsistent with permanent prosperity. On the contrary, it is an insurance against ultimate disaster.

When we consider the obstructive attitude toward progress by Tammany Hall, which now seeks to place its hands upon the government of the whole State, we are not likely to swerve in our convictions. It becomes clear that the assumed dread of government usurpation is either a mere jingle of words without substance or a cloak to cover the motives of selfish interests to which government inaction would be a source of unjust profit. Such is not a new experience with Tammany Hall.

Tammany Against Reforms.

Progressive reforms in the public interest in New York city have been frequently throttled by an alliance between that organization and the sinister influences which profited out of a continuance of the abuse or evil. The voters will not be beguiled into surrendering the State government to Tammany by sonorous phrases in a platform.

I pledge myself, if elected, to the principles of constitutional progress which I have outlined and to a

vigorous continuance and development of these policies of Governor Hughes.

The Republican platform contains as its very first pledge a promise of relentless warfare upon official and legislative wrongdoing in this State, and the continuance of the inquiry now proceeding, with additional authority if required, until all such wrongdoing shall have been brought to light.

I heartily indorse this pledge, and promise if elected to bring all the power of my office to bear for its fulfilment. It has been my duty while a federal officer to conduct investigations of similar wrongdoing in the customs service of the port of New York and to prosecute to conviction officers of that service for complicity therein. I regard the thorough and unsparing exposure of all such corruption as the first duty of a responsible government.

To Punish the Corrupt.

Aside from all other considerations, no greater service can be rendered to one's party than to use the utmost endeavor to rid it of such a plague spot. Investigation alone, if more can be accomplished, is not sufficient. Investigation is merely the beginning of the task. Where existing laws are sufficient to reach the men who have been responsible for the shame, such men should be relentlessly punished; where they are not, aditional legislation must be enacted to render such occurrences in the future forever impossible.

The issue upon which the attention of the State during the last two years has been most closely concentrated has been that of direct nominations. We all recognize and reprobate the evil at which this remedy is aimed.

Our number of elective offices is so large and the consequent political machinery involved in nomina-

tions so complex that the average citizen leaves such matters to the control of more or less professional leaders or bosses. Upon the nominating convention, under such circumstances, it is easier for the compact special interests to make their influence felt than for the unorganized public at large. Out of these difficulties arises frequently that corrupt combination of dishonest business and venal politics which is such a serious menace to our modern political life.

Purpose of Direct Nominations.

It is against this evil that the system of direct nominations is aimed. Its purpose is to bring the candidate into more direct relations with the electors; in this way to perfect and insure true representative government and to eliminate the boss and the convention with their opportunities for professionalism and corruption.

It may be that the evil cannot be entirely cured until we simplify our elections by diminishing the number of elective offices and concentrating more responsibility upon those whom we do elect, and in my judgment one of the great political reforms of the future lies along the lines of the so-called " short ballot " system.

That reform, however, rests in the future. It requires much public discussion and constitutional amendment for its adoption. The system of direct nominations requires no such delay.

The platforms of both parties contain declarations in its favor. Under such circumstances the records of the two parties furnish the best guide to the elector as to the sincerity of their professions. It is to the Republican party that all of the statutes now upon the statute books safeguarding the pres-

ent conduct of primary elections are due. To the Republican party is also due that recent legislation which has so purified elections in New York city, and which by its platform it pledges itself now to extend to primaries. Each of these preliminary reforms has been persistently contested by our opponents.

Credit Due to Hughes.

It is to a Republican Governor, Governor Hughes, that credit is wholly due for a campaign of education throughout the State which has enlisted the great majority of the electors of the State in favor of direct primary legislation.

In the last Legislature a majority of the Republicans in both houses voted in favor of this legislation, and it was defeated through the action of a majority of the Democrats in both houses.

At the Republican convention at Saratoga, after a full and open debate upon the question, our party pledged itself definitely to the enactment of the principle into law. There can be no honest doubt as to which party is the true friend of the reform and in the hands of which its future is alone secure. The reform should be put into effect at once. It should be put into effect in such a manner as will most surely guarantee its successful working and its efficacy against the evil at which it is aimed. I undertake, if elected, to use the constitutional powers of my office to that end.

Rather than engage in a multitude of specific pledges, I prefer that the people should judge of my conduct in the future by my conduct in public office in the past.

I can, however, express my profound realization of the duties and responsibilities of the chief executive of the State. He is the representative of no special locality or interest, but of the people of the whole State. It will be my aim, if elected, to conduct my office with an eye single to their interest and their welfare.

The Republican Record.

SIXTEEN YEARS OF CONTROL HAVE WIPED OUT DIRECT TAXATION, INCREASED THE BENEFITS WHICH THE STATE CONFERS ON DEPENDENTS, CONDUCTED IMPORTANT PUBLIC WORKS AND ADDED GREATLY TO THE FINANCIAL INCOME.

For sixteen consecutive years the Republican party has been administering the affairs of the State of New York, with the exception that during 1907 and 1908 the minor State offices were in charge of Democratic heads. A study of the record shows that the Republican governors and their subordinates in the various departments have handled the vast business of the State with the same fidelity and shrewdness as characterize the management of large successful business concerns.

Direct Taxes Abolished.

Despite the steady growth of the Empire State, both in population and commercially, these fourteen years of Republican rule have brought to the people of the State the abolition of all direct taxation, and the business of the Commonwealth has been placed upon a self-sustaining basis.

The opponents of the Republican party constantly endeavor to convince the people of the State that Republican administration at Albany is extravagant, that there has been a large increase in the number of commissions, and that the receipts each year in the State

treasury greatly exceed the legitimate needs of the State. Even the most superficial examination of the records will show how false this statement is.

It is true that in 1894, the last year of Democratic rule at Albany, the total expenditures were about $13,400,000, and that for the fiscal year ending September 30, 1910, they reached a total of $34,792,000. This increase in cost over the conditions of sixteen years ago has been seized upon by Democratic speakers and newspapers in an effort to delude the people of the State as to their significance.

Public Improvements and Humane Objects.

As compared with Democratic rule, the Republican State Administration during the last fiscal year has expended on the charitable institutions $1,185,000 more than was expended for that purpose during the last year of Democratic administration, $6,322,724 more on the hospitals for the insane, $3,720,000 more for educational purposes, and $959,000 more for the judiciary. At the same time approximately $10,731,569 has been expended during the year for barge canal construction and for maintenance of the present canal, and $7,143,799 for highway improvements and maintenance. For penal institutions nearly $1,000,000 a year more is required than in 1894. It thus becomes plainly apparent that the increases in the cost of State government are due to wise provision for educational and humane objects and for permanent great public improvements ordered by direct vote of the people.

Does the Democratic party propose that the State shall discontinue its support of the State's charitable institutions? Does the Democratic party propose to discontinue appropriations for the maintenance of the insane? Does the Democratic party propose to cut down the allowances made for the education of

the children of the State? Does it propose to stop expenditures of moneys for canal improvements? Does it propose to restrict the usefulness of the courts? Does it propose to block the construction of good roads throughout the State?

In no other way could the Democrats, if again intrusted by the people with the administration of the State government, reduce in any direction the present cost of conducting the State's business. On the contrary, judging from the tremendous increase in the cost of local government in New York city under Tammany rule, it is fair to assume that the State government would cost millions of dollars more each year if the Democrats should be intrusted with control at Albany.

When the Republican party came into power in this State sixteen years ago they found the State Treasury practically depleted. By wise management all of the obligations of the Commonwealth have been provided for, public improvements of great magnitude and importance have been undertaken, the expense of which with other public matters has been met, and the State has to its credit a large surplus.

Here again it would be well to ask whether the Democrats, if intrusted again with the control of the State's administration, propose to stop the building of the Barge Canal and the construction of good roads? If they do not propose the discontinuance of these two great public improvements, where do the Democrats expect to get the money to carry them on excepting by a return to the direct State tax — a policy which would compel the people of the State to pay directly the large sums of money which, through the enactment of wise laws, the Republicans already have arranged to be collected in other ways.

Sources of Revenue.

In this connection it is interesting to study the sources from which the State derives its revenues, and the purposes for which those revenues are expended. The following are some of the principal items of receipts:

Corporations	$9,123,738 60
Organization of corporations	488,177 76
Tranfers (inheritance tax)	8,212,735 61
Stock transfers (stamp tax)	4,635,443 20
Excise	9,589,779 19
Mortgage tax	1,931,848 39
Racing associations	14,216 91
Automobiles	397,539 90
Receipts from all other sources	3,066,721 15
Total general fund receipts	$37,460,200 71

Here is a total of $37,460,200.71 of receipts which came into the State Treasury during the fiscal year ending September 30, 1910, every dollar of which came as the proceeds of tax laws enacted by the Republican party. After years of careful, conscientious study the Republicans have succeeded in providing for the State this large annual income.

No amount of Democratic sophistry will be able to humbug the people of the State into favoring a change of any of these revenue-producing laws, and the Democratic party, if by any chance it should be returned to power, will not for a minute consider any changes which would deprive the State of a single dollar of these revenues.

How the Money is Spent.

The expenditures of the State under Repblican rule will bear the same careful scrutiny as does the system

by which the State's revenues are raised. For charitable institutions the State spent last year $2,949,549; for the care of the insane $7,685,068; for educational purposes $8,326,749; for canal improvement and maintenance $10,731,569, and for highway improvement and maintenance $7,143,799; for the judiciary $1,547,595, and for agricultural purposes $1,575,956.

In view of these expenditures it is difficult to understand how the Democrats propose, in the event of being again intrusted with power, to improve upon this situation. That party is in control of the government of New York city, and its extravagance there has become notorious. Not only has the cost of administering the city government increased by millions of dollars every year, but the city has incurred debt obligations amounting to about $600,000,000, and the situation has become so scandalous that various public spirited organizations have taken up the question with a view of checking the continued extravagance in that city. Nowhere can be found any warrant for the belief that the Democrats, if returned to power at Albany, could or would pursue any other policy than that which has characterized their administration of the affairs of Greater New York.

Democratic speakers and Democratic newspapers are fond of referring to what they term "the good old days of Democratic rule at Albany." They rely upon general statements and trust that the people will not take the trouble to investigate the details about which they talk and write so glibly. Let us stop a minute and see what the real facts are.

The Democrats were in control of the State government continuously from 1883 to 1894 inclusive. During these years the Democratic governors were Cleveland, Hill and Flower. The administrations were Democratic, the policies were Democratic and

the results were Democratic. The record was made by the party's representatives, and it is easy to understand why the Democrats should not care to recall to the people of the State the financial details of these administrations.

The expenses of the State government during the first year of Cleveland's administration were paid by a direct tax of $3.25 on every thousand dollars of taxable property in the State. During the second year of Cleveland's administration the people of the State had to go down into their pockets and pay a tax of $2.57½ on each thousand dollars of property in order to sustain the State government. During the seven years of David B. Hill's administration as Governor it cost the people of the State a direct tax varying from $1.37½ to $3.52 per thousand dollars in order to meet the running expenses of the State. During Governor Flower's term the Democrats collected from the taxpayers of the State an annual tribute varying from $1.98 to $2.58 per thousand dollars, and it was necessary for the people to pay directly into the State Treasury $9,155,742.88 in order to meet the expenditures of the government. For years prior to that time the Democrats had collected from the people direct annual taxes varying from $9,334,836 in 1883 to $12,557,352 in 1888, while they required $10,418,192 in 1893 in order to meet the State's obligations under their management.

Wiping Out Direct Taxation.

When Governor Morton, the first of the Republican governors, took office on January 1, 1895, he found the State finances in such a condition that it became necessary to levy that year a tax of $3.24 on each thousand dollars of property in order to meet the expenses resulting from Democratic mismanagement and extravagance. From that time on

owing to the careful management of the State's affairs by Governors Morton, Black, Roosevelt, Odell, Higgins and Hughes, and by the enactment of various wise and carefully considered tax laws, the State's financial condition steadily improved. The Republicans were able to go before the people of the State with a steadily-decreasing tax rate, and in 1901, the first year of Governor Odell's administration, the direct tax had been so greatly reduced that the people were called upon to pay only $1.20 per thousand dollars in State taxes as against an average of $2.52 per thousand for each of the last ten years of Democratic rule. During Governor Odell's administration all direct taxation for State purposes was abolished with the exception of the insignificant amount of 13 cents per thousand dollars which the Constitution required should be levied for interest on the Canal Debt. Governor Higgins continued the effort of Governor Odell to have all direct taxation done away with, and during his administration the plan of Governor Odell to so amend the Constitution as to make this possible was carried out by the vote of the people, so that, since 1906, the taxpayers of the State have not had to pay a single penny of State tax for the maintenance of their State government.

The Democrats are fond of the campaign slogan "Give us a change," but the people of New York State must be too intelligent to desire any change from a system of financial management which has placed this State upon such a firm and sound basis.

Not only does the State government benefit thus greatly by the splendid system inaugurated by the Republican party, but the various localities throughout the State also have been made partners to share in the benefits of this system. Millions of dollars are turned over every year toward the expenses of the local gov-

ernments from the State Excise Laws, the tax on mortgages, and other of the indirect methods of taxation.

The cost of State government is gradually increasing because the State is increasing in population and importance. The Republican policy at Albany is to meet these growing responsibilities as they arise, and to meet them with all possible economy consistent with wise public policy. Neither the Democratic party nor any other party, if intrusted with the management of the State's affairs, would be able to cut down these expenditures without blocking the progress of the Empire State and crippling its management.

Regulating Corporations.

IMPORTANT WORK ACCOMPLISHED BY THE PUBLIC SERVICE COMMISSION FOR THE FIRST AND SECOND DISTRICTS — VAST PUBLIC IMPROVEMENTS INAUGURATED AND BENEFITS SECURED FOR THE PEOPLE.

The members of both Public Service Commissions hold office during the pleasure of the Governor and can be removed by him at will without the consent of the Senate.

The election of a Democratic Governor this year means that every public service corporation in the State would be placed absolutely under the control and at the mercy of Tammany Hall.

The Public Service Commission for the First District, appointed by Governor Hughes, began work July 1, 1907. The work of the Commission is divided into two parts:

1. Supervision and regulation of public service corporations, chiefly railroads and street railroads, gas and electric light and power companies, under the Public Service Commissions Law.

2. Laying out, planning and supervising the construction of rapid transit roads as the successor of the former Board of Rapid Transit Railroad Commissioners under the Rapid Transit Act.

The total expenses of the Commission are about $1,000,000 a year, but of this about $650,000 goes to rapid transit work and only $350,000 to the work of

supervision and regulation of corporations. The Board of Rapid Transit Railroad Commissioners cost the city of New York about $800,000 in its last year of existence. The Public Service Commission, therefore, is continuing the work of the Rapid Transit Commission at much less cost to the city.

In the three years which have elapsed since its creation, the Commission has accomplished a great deal.

Rapid Transit.

The Commission has made plans for and advertised for bids for the construction of the Tri-borough Rapid Transit Railroad system. This great work will cost more than $100,000,000 to carry out. It will provide an entirely new subway system with forty-four miles of road as against twenty-five miles in the present subway. It will run from Coney Island and Fort Hamilton to Pelham Bay Park and Woodlawn Cemetery, and will have a capacity of 1,000,000 passengers per day. Part of this system, known as the Fourth Avenue Subway in Brooklyn, is already under construction, the Commission having let the contracts for the stretch of subway between the Manhattan bridge and Forty-third street, Brooklyn, in November, 1909. It will cost about $16,000,000 to build this part of the Tri-borough system. The Commission has pushed to completion the Manhattan portion of the Brooklyn Loop Subway, which will cost about $10,000,000. This subway runs from the Williamsburg bridge through Delancey street to Centre street, and down Centre street to Park Row, connecting Canal street with the new Manhattan bridge and terminating in the basement of the new municipal building. The Commission is now considering an offer from the Brooklyn Rapid Transit Company to operate this loop

temporarily. It, too, will be a part of the Triborough system.

The Van Cortlandt Park extension of the Broadway branch of the present subway, the Brooklyn tunnel under the East river and the extension of the subway to Atlantic avenue, Brooklyn, were pushed to completion and opened to traffic by the Commission.

Regulation of Corporations.

While planning for new rapid transit lines, the Commission has made many improvements in existing transportation facilities. In the subway, it has brought about better and more frequent service by ordering side-door cars, improvements in the signal system and the operation of more trains at shorter intervals. When the Commission came into existence, subway trains ran about two minutes apart in the rush hours. Now they run one minute and forty-eight seconds apart and as soon as the entire equipment is converted into side-door cars, the company expects to be able to maintain a headway of one minute and thirty seconds. The Commission has also ordered the lengthening of the station platforms in the subway so that they will be able to accommodate ten-car express trains and six-car locals instead of eight-car expresses and five-car locals as at present. This work, with additional stairways, will cost $2,000,000, but it is estimated that it will increase the capacity of the subway twenty-five per cent. Traffic in the subway increases at the rate of about 30,000,000 passengers per year. On account of this tremendous growth in traffic, it is difficult to estimate the effect of improvements brought about by the Commission, but it is generally recognized that without such improvements, conditions in the subway would now be intolerable.

The Hudson & Manhattan Railroad Company (the McAdoo Tunnels) has been granted a franchise by the Commission to extend its line from Thirty-sixth street and Sixth avenue to the Grand Central Station.

Saving in Human Life.

During the first year of the Commission's existence, 506 persons were killed on the railroads and street railroads in Greater New York. During the fiscal year ending June 30, 1910, only 341 were killed on the same roads. On the street surface railroads, alone, 303 persons were killed during the first year of the Commission's eixstence. During the year ended June 30, 1910, there were only 152 persons killed on the same street surface railroads. This saving in human life is largely due to the work of the Commission in ordering the installation of fenders and wheelguards of efficient types on the street railroads, in compelling the companies to overhaul and repair their cars and to maintain them in efficient condition, and also to the introduction by the companies of "Pay-as-you-enter" cars, etc. The street surface railroads to which the fender and wheelguard orders applied show an improvement of one hundred per cent. in the number of persons killed.

By ordering the repair of cars running over the Brooklyn Bridge and by co-operating with the bridge department in limiting the number of trucks using the roadway, the Commission has materially improved conditions on that bridge. After its orders for repairs had been obeyed, one trolley company, which does only 16 per cent. of the trolley business across the bridge, was responsible for only 13 per cent. of the delays, whereas before the orders were issued, it was responsible for more than 60 per cent. of such delays.

In Manhattan, The Bronx, Brooklyn, Queens and Richmond, improvement in trolley service has been

effected by the work of the Commission. General repairs and keeping equipment up to the standard have enabled the companies to comply with the Commission's orders for improved service.

The matter of heating cars in cold weather has also received attention. The Commission has ordered all street railroad companies, whenever the outside temperature is 40 degrees or less, to maintain in their cars a temperature of from 40 to 65 degrees.

Transfers.

For more than two years, the Commission has been endeavoring to restore transfers between the Fifty-ninth Street Cross-town Line and the north and south street car lines. Its first order to the companies concerned to resume transfers was taken into court by the companies and defeated. Ambiguity in the law giving the Commission power to require the exchange of transfers was responsible. The Commission presented to the last Legislature, and the Legislature passed, a bill to make clear the Commission's powers in this respect. This bill has become a law and under it the Commission has ordered the Metropolitan Street Railroad Company and the Central Park and North and East River Railroad Company (the Fifty-ninth Street Line) to show cause why an order for the restoration of transfers shall not be issued. The companies have until November 1st to answer.

To Prevent the Watering of Stocks and Bonds.

Clothed by law with the power to approve or disapprove proposed issues of securities by public service companies, the Commission has taken a firm stand against over capitalization. Twice has the Commission disapproved plans of reorganization of the Third Avenue Railroad Company, for the reason that both

contemplated the issue of securities above the value of the property to be capitalized.

Money Refunded to Gas Consumers.

Through the testing of gas meters, the Commission has been the means of refunding to many poor people overcharges made by gas companies by reason of fast meters. From July 1, 1907, to July 1, 1910, the Commission tested 991,924 gas meters — an average of 330,000 meters a year. Included in this number were 15,563 tested upon complaint. The tests showed that 6,556 of these meters, or about 42 per cent. were fast; 1,618, or 10 per cent., were slow, and 7,389, or 47 per cent., were correct within the requirements of the law. Many of the complainants, whose meters were found fast, were poor people, and where such meters had been in place for a considerable length of time, the gas companies refunded the overcharges collected during the whole term that the fast meters were in place. The Commission has received many letters from these individuals thanking it for obtaining such rebates.

The Commission brought about the resumption of the practice of furnishing "breakdown service" by electric companies. "Breakdown service" is the service supplied by an electric light company in cases where private plants break down, or where they are unable to meet the complete needs of their owners. When the Commission came into office, it was impossible for the owners of such private plants to obtain breakdown service. Through the efforts of the Commission, this condition was changed and now all electric companies furnish such service for a reasonable compensation.

Uniform Systems of Accounts.

The Commission has prescribed for the various public service corporations, under its jurisdiction, uniform

systems of accounts and standard forms of reports. As a consequence, the books of all street railroad companies are now kept in one way, according to the Commission's orders and their reports, when made to the Commission, are made according to a uniform standard. All companies, including both railroad and gas and electric companies, are compelled to publish their rates. In the case of gas and electric companies, contracts for different classes of service must also be made public as to terms, and discrimination against individual consumers is forbidden by orders of the Commission.

Public Service Commission for the Second District.

"By reason of the existence of the Public Service Commissions Law in New York State the private individual can now have the privilege of meeting a corporation on something like fair grounds," was the expression of a Rochester clergyman upon having a complaint made by him promptly and satisfactorily disposed of, and this would seem to express the attitude of citizens generally toward the Commission. As to the attitude of the corporations, a prominent corporation lawyer said of the Commission that they "were indeed boards of arbitration, where the question involved is as to what is fair to all concerned and not necessarily what is law." And President W. C. Brown, of the New York Central & Hudson River Railroad Company, in his annual report to the stockholders for the year ended December 31, 1909, says, "This mutually satisfactory condition has been fostered and encouraged by the efforts of the Public Service Commission in New York State in composing and adjusting differences which, handled with less wisdom and moderation, might have resulted in serious friction and controversy."

The supervision of capitalization by the Commission has had but one effect: the enforcing of sound and honorable principles in corporate management. The Commission has authorized in the little more than three years of its existence upwards of $400,000,000 of new and honest capitalization. Stock watering and dishonest manipulations of financial affairs of corporations which have in the past wrought so much ruin in corporations and consequent damage to security holders and the public in the service afforded, have become a thing of the past.

The Commission has, after continuous investigation, worked a revolution in the freight service of the steam railroads in the State. Delays in shipments which were flagrant and frequent, are now a rarity.

In the settlement of freight claims, which had been one of the greatest annoyances the shipping public suffered from, there has been a great change for the better and claims are now settled with reasonable promptness as a result of the action of the Commission on this subject. Unjust freight rates have been reduced in many instances, and northern New York citizens give credit to the Commission for a general reduction of 15 per cent. in freight rates in that part of the State. The Commission has established a system of reparation for excessive charges of railroads whereby injury to a shipper may be repaired in cases where it is conceded by the road that a rate is unjust, and after shipment charges can be reduced.

All who have occasion to use passenger trains in the State can testify that a great change has come about as the result of the Commission's activity on this matter. Every train arriving at a division terminal five minutes or more late must be reported, together with the cause of delay. Each month the record is tabulated, published, and sent forward to the press. The railroads

are required to explain delays, and where remedies are needed they are applied by the Commission.

In many sections of the State where the service was inadequate new trains have been ordered, and stations not having adequate train service requirement has been made that additional trains stop at these stations.

A bureau of the Commission devotes its entire time to maintenance of locomotives so that the motive power of railroads may be adequate and in proper condition to give prompt and satisfactory service to the public.

A systematic supervision and inspection is also made of the boilers of locomotives to the end that they may be fit for the best class of service and that the lives of employees and passengers may be safeguarded. The system in effect has just been adopted without any change in States of Pennsylvania and Ohio, and is a model upon which many other States are prescribing regulations for inspection of locomotive boilers.

Every mile of steam railroads of the State is carefully inspected each year, and where repairs or improvements are needed the corporations are required promptly to carry out the directions of the Commission. The elimination of grade crossings has attracted a large amount of the Commission's attention, and every dollar appropriated by the State has been expended to the best advantage in seeing that these death traps are removed.

The Commission has set itself steadfastly against additional grade crossings where new railroads are constructed, and in every case possible they require crossings other than at grade. The Commission has required protection established at large numbers of dangerous existing grade crossings.

In various sections of the State where passenger stations have been inadequate new ones have been ordered built and existing ones repaired and put in proper shape.

The Commission, after a thorough examination into the cause of fires in the State Forest Preserve, ordered the steam railroads to use oil-burning locomotives in operating through the Adirondacks. This is the first step taken by any State, in the East at least, for the protection of forests from fires caused by sparks from coal-burning locomotive engines and the result this year has been most gratifying. While terrific forest fires ravaged the western States and Canada not one serious one occurred in this State.

Systematic inspection of street railroad lines of the State is made by competent inspectors and requirement that maintenance of way be kept at a high standard and that equipment be furnished so that the corporations may properly serve the public.

Important reductions in rates have been made in street railway passenger fares.

In Albany and Westchester counties street railway companies have been required to fully vestibule all the cars used in winter service so that the men employed can work in safety and comfort.

The service the Commission is rendering to users of gas and electricity is very great. A corps of inspectors is constantly going about the State, and unannounced drop into the offices of the gas companies and test the purity and quality of the gas being supplied. Hardly a day passes that the attention of some company is not sharply called to the fact that the candlepower is deficient, that impurities have been found, or that the pressure of gas is not in accordance with the law. It can be fairly said that this work has resulted in the bettering of the gas service in every community in the State. Gas meters are being tested by inspectors all over the State on complaints as to being too fast, and every gas meter that now goes into the house of a consumer is first tested by a representative of the Commission.

The Commission requires in electrical service that standard testing devices be provided, and the department inspectors visit the stations periodically and see that the instruments are in proper condition. Tests of electric meters upon complaint are also being made all over the State by representatives of the Commission.

The Commission has just taken up the supervision of telegraph and telephone companies, and the same careful supervision of affairs as has characterized the railroads, street railways, gas and electric corporations will be applied to the telegraph and telephone corporations.

The people have found the Commission a tribunal to which they can all bring their troubles against corporations under its jurisdiction and receive prompt attention and adjustment without any expense to the complainants. Corporations, too, have found the Commission a clearing house for their difficulties, and at the present time there are pending before the Commission three complaints: one of a corporation against a city; the others of corporations against competitors, in which the Commission is asked to adjust difficulties upon which they cannot agree.

Since it came into existence the Commission has had submitted to it upwards of 6,000 matters, formal and informal, in addition to a mass of communications treating upon every possible subject and asking for advice and assistance, and at the present time from 150 to 200 matters are brought to its attention monthly.

The Commission through a very efficient tariff bureau keeps a systematic file of every tariff issued by every public service corporation in the State, which file is open to the public at all times. A weekly bulletin of changes in tariff schedules is issued and sent free to all chambers of commerce, business men's associations, hundreds of shippers and the press.

The Commission has prescribed uniform accounts which have brought about conditions of the utmost value to the corporations themselves, and to the public who desire to know of the workings of the corporations in which their money is invested or to which they are paying for service. By this system of accounts the Commission has before it the actual condition of the affairs of corporations which it is called upon to supervise, and it can thus deal intelligently with matters brought before it in which the question of financial conditions are concerned. The system adopted in this State is being copied in a great many of the other States which have taken up the regulation of corporate affairs of public service corporations.

The opinion of the people of the State, and, without any considerable number of exceptions, of the corporation managers, is that the great powers of the statute have been wisely administered, and that the Public Service Commissions Law has provided a forum where differences of opinion between the corporations and the people will find a speedy and inexpensive solution, where the vested rights of corporations will be protected, and where attempts to utter false capitalization will find an effective check.

Labor.

THE RECORD OF REPUBLICAN ENACTMENTS HAS PLACED NEW YORK IN THE FRONT RANK IN THE PROTECTION IT EXTENDS TO WAGE-EARNERS.

The record of legislation in the interests of the wage-earner in New York State is wholly Republican.

Officials of State Workingmen's Federation Commend Republican Labor Legislation.

"I desire to call the attention of the delegates to certain laws which were enacted in the last session of the Legislature, and for which this organization has struggled for years to have placed upon the statute books. One which I refer to is the Employers' Liability Law. * * * Governor Hughes in 1909 recommended that provision be made for special and expert inquiry into the questions relating to employers' liability and compensation for workmen's injuries. Upon his recommendation a commission was appointed, which took the matter in hand, and resulted in the formulation of a liability bill which was enacted into law. This wiped out the old law, which was absolutely valueless to labor and unjust in its application. The commission also formulated a bill which had for its object the compensating of workingmen injured, or their families in case they were killed, in certain dangerous employments. This

bill also became law."—President Daniel Harris in his address to the fourteenth annual convention of the Workingmen's Federation of the State of New York, at Niagara Falls, September, 1910.

"To secure the amount of new legislation that we did, and the defeat of so much that was bad, it is evident that we had many good friends in the Legislature of 1910, and to them thanks are due, and are hereby rendered.

"In the legislation secured it was the most important in the history of the State Federation. The group of bills coming from the Liability Commission makes history in Labor legislation of the states of this country. The first one, the liability bill, is practically the State Federation bill. * * * The compensation act is of much importance in connection with the other commission bills, and is notable too because this State is said to be the first in this country to adopt this principle. * * * Our incessant agitation brought the injustice of the old law on the subject forcibly to the attention of the lawmakers and induced Governor Hughes to recommend the appointment of a committee to investigate the whole subject. * * * The members of the Commission and the Legislature must be given credit for complying with our requests in a large measure, and giving us laws which are a firm foundation for better things in the future in the vexed problem of the relation of employee and employer in accidents and casualties."—T. D. Fitzgerald, Chairman, Legislative Committee of the Workingmen's Federation of the State of New York, in his report to the fourteenth annual convention of that body, September, 1910.

Republican Labor Record for the Past Sixteen Years.

In the past sixteen years, beginning with 1895, Republican Legislatures have enacted and Republican Governors have signed 159 affirmative enactments in the interests of labor, and through the efficient agency of the Department of Labor these laws are so thoroughly enforced that not a murmur of complaint can now be heard in any part of the State about the non-enforcement of labor statutes.

Number of Acts Each Year.

1895	14
1896	8
1897	8
1898	2
1899	10
1900	3
1901	5
1902	5
1903	12
1904	9
1905	12
1906	15
1907	19
1908	9
1909	8
1910	20

Republican Labor Record Prior to 1895.

In 1887 the Republican Senate and Assembly enacted the Saturday Half-Holiday Law. By act of the same Legislature the first Monday of September was designated as Labor Day.

In response to the request of the organized working people of the State, the Republican Legislature of 1886

created the Factory Inspection Bureau (chapter 409), and the State Board of Mediation and Arbitration (chapter 410), while in 1890 the Republican majority in both branches passed an act (chapter 394) providing for the inspection of mines.

Republican Labor Record Since 1895.

Some of the most important labor legislation enacted by the Republican party since 1895 is analyzed in the following paragraphs:

Workmen's Accident Compensation.

The Workmen's Accident Compensation Laws that were passed by the Legislature of 1910 and went into effect on September 1st, are the most vital and far-reaching labor measures that have been enacted in many years. They will practically do away with long drawn out lawsuits and the enormous expense and trouble attached to such litigation. Nothing like these laws has ever before been undertaken in this country, and the mantle of protection that they will throw around the homes of workingmen will be shared by thousands of families, casting out injustice and making the burdens of these people much lighter than they hitherto have been, when accidents brought them sorrow, suffering and even destitution. The plan of compensation fixed by these laws will prove to be of great benefit to all classes of workers, bringing immediate financial relief to injured workmen in case of disablement, and in the event of death providing for the payment of sufficient money to materially and quickly aid their widows and children, or other dependents of the deceased, thus preventing the impoverishment and breaking up of their homes.

These humane laws are the direct outcome of the investigation made by the Special Commission created

by the Legislature of 1909 to inquire into the question of employers' liability.

With its report to the Legislature the Commission submitted two bills dealing with the subject. Both measures were passed, and they are chapters 352 and 674 of this year's laws.

Chapter 352 largely increases the liability of employers for damages to injured employees, and provides a plan of fixed compensation to be paid by the employer for acidental injuries to employees, voluntarily agreed upon by both parties as a substitute for their respective liabilities under the Liability Law. An employer is liable for damages when personal injury is caused to an employee who exercises due care and diligence at the time of an accident by reason of the negligence of any person intrusted by the employer with authority to direct, control or command such employee. If an employer enters into a contract, written or verbal, with an independent contractor to do part of such employer's work, or if a subcontractor is in turn given the work, the general employer is responsible for the injuries to the employees of such contractor or subcontractor, "caused by any defect in the condition of the ways, works, machinery, or plant, if they are the property of the employer or are furnished by him, and if such defect arose, or had not been discovered or remedied, through the negligence of the employer, or of some person intrusted by him with the duty of seeing that they were in proper condition."

Regarding assumption of risks the law reads much clearer and is far more satisfactory than the old statute on the subject, under the provisions of which it was settled not only that the employee assumed certain defined risks, but also other risks arising through the employer's negligence. This was manifestly unjust, and the new law is so plain in this respect that it can-

not be misconstrued. It provides that "in an action brought to recover damages for personal injury or for death resulting therefrom, owing to any cause, including open and visible defects, for which the employer would be liable but for the hitherto available defense of assumption of risk by the employee, the fact that the employee continued in the service of the employer in the same place and course of employment after the discovery by such employee, or after he had been informed of the danger of personal injury therefrom, shall not be, as matter of fact or as matter of law, an assumption of the risk or injury therefrom, but an employee or his legal representative, shall not be entitled under this article to any right or compensation or remedy against the employer in any case where such employee knew of the defect or negligence which caused the injury and failed within a reasonable time to give, or cause to be given, information thereof to the employer, or to some person superior to himself in the service of the employer, or who had intrusted to him some superintendence, unless it shall appear on the trial that such defect or negligence was known to such employer, or superior person, prior to such injuries to the employee; unless such defect could have been discovered by such employer by reasonable and proper care, tests or inspection."

In treating the subject of contributory negligence chapter 352 contains an entirely new idea, and abrogates a fundamental rule in the law of negligence that has existed from the earliest times. It now devolves upon employers to prove that there has been contributory negligence on the part of the injured workmen. Heretofore hundreds of negligence actions have failed through the inability of plaintiff workmen to give evidence of their freedom from contributory negligence, but chapter 352 changes this condition of things by stipulating that "contributory negligence of the in-

jured employee shall be a defense to be so pleaded and proved by the defendant " employer.

Consent by employers and employees to the compensation plan of chapter 352 is thus provided for: " If any employer and any of his employees shall consent to the compensation plan, * * * in writing signed by each of them or their authorized agents and acknowledged * * * and filed with the county clerk of the county in which it is signed by the employee * * * such employee, or in case injury to him results in death, his executor or administrator shall have no other right of action against the employer for personal injury or death."

The amount of compensation under this voluntary agreement is established as follows:

" 1. In case death results from an injury: (a) If the employee leaves a widow or next of kin at the time of his death wholly dependent on his earnings, a sum equal to twelve hundred times the daily earnings of the employee at the rate at which he was being paid by the employer at the time of the accident, but not more in any event than $3,000. Any weekly payments previously made under the plan shall be deducted in ascertaining such amount payable on death. (b) If such widow or next of kin or any of them are in part only dependent upon his earnings, such sum not exceeding that provided in subdivison ' a ' as may be determined to be reasonable and proportionate to the injury to such dependents. (c) If he leaves no widow or next of kin so dependent in whole or in part, the reasonable expenses of his medical attendance and burial not exceeding $100. Whatever sum may be determined to be payable under the plan, in case of death of the injured employee, shall be paid to his legal representative for the benefit of such dependents, or if he leaves no such dependents, for the benefit of the person to whom the expenses of medical attendance and burial are due.

" 2. Where total or partial incapacity for work at any gainful employment results to the employee from the injury, a weekly payment commencing at the end of the second week after the injury and continuing during incapacity, subject as herein provided, not exceeding 50 per centum of his average weekly earnings when at work on full time during the preceding year during which he shall have been in the employment of the same employer, or if he shall have been employed less than a year, then a weekly payment of not exceeding three times the average daily earnings on full time for such less period."

Chapter 674 adopts the principle of compulsory compensation by employers of workmen injured while engaged in manual or mechanical labor in the following employments, each of which is determined to be especially dangerous, the scale of compensation being similar to that enumerated in Chapter 352:

" 1. The erection or demolition of any bridge or building in which there is, or in which the plans and specifications require, iron or steel frame work.

" 2. The operation of elevators, elevating machines or derricks or hoisting apparatus used within or on the outside of any bridge or building for the conveying of materials in connection with the erection or demolition of such bridge or building.

" 3. Work on scaffolds of any kind elevated twenty feet or more above the ground, water, or floor beneath in the erection, construction, painting, alteration or repair of buildings, bridges or structures.

" 4. Construction, operation, alteration or repair

of wires, cables, switchboards or apparatus charged with electric currents.

"5. All work necessitating dangerous proximity to gunpowder, blasting powder, dynamite or any other explosives, where the same are used as instrumentalities of the industry.

"6. The operation on steam railroads of locomotives, engines, trains, motors or cars propelled by gravity or steam, electricity or other mechanical power, or the construction or repair of steam railroad tracks and road beds over which such locomotives, engines, trains, motors or cars are operated.

"7. The construction of tunnels and subways.

"8. All work carried on under compressed air."

Both acts require that any question of law arising in regard to the application of the plan in determining the compensation payable thereunder shall be adjusted either by mutual agreement, by arbitration as provided in the Code of Civil Procedure, or by an action at law.

Semi-Monthly Payment of Wages by Railroads.

In 1908 the Labor Law was amended so as to require steam railroad corporations to pay wages semi-monthly instead of monthly, but a corresponding amendment to the Penal Code was not made. The consequence was that criminal action could not be instituted in case of violation of the statute, leaving the only means of enforcement to civil action by the Commissioner of Labor, which course was of doubtful practicability in the event that a railroad might choose to persistently resist it. Accordingly, Chapters 205 and 206 were enacted in 1909, the former amending the penal law making each offense of failing to pay wages semi-monthly punishable by a fine of not less than $100 nor more than $10,000, and providing that "an indictment of a person or corporation operating a steam

surface railroad for an offense specified in this section may be found and tried in any county within the State in which such railroad ran at the time of such offense." Chapter 206 simplifies the law relating to civil actions against railroads that resist the payment of wages twice a month by making its provisions apply to all *employees,* instead of *an employee* as previously, and eliminating the clauses that prevented the Commissioner of Labor from instituting proceedings unless he had first given at least ten days' written notice that such an action was contemplated if the wages due were not sooner paid.

The Court of Appeals has unanimously declared the act to be constitutional, and its provisions are being complied with by every railroad corporation in the State.

Eight-Hour and Prevailing Rate of Wages Law.

The amendment to section 1 of Article XII of the State Constitution empowering the Legislature to regulate the conditions of employment on State and municipal work having been adopted by the people, Chapter 506, which re-enacts the Eight-Hour and Prevailing Rate of Wages Law, was passed in 1906. The act provides that no contractor shall be entitled to receive any sum, nor shall any State or municipal financial official pay the same or authorize its payment from the funds under his charge to any such contractor for work done upon any contract which in its form or manner of performance violates the provisions of the law.

The scope of the Eight-Hour Law was enlarged by Chapter 292, Laws of 1909, so that when a commission appointed pursuant to law is a party to a public contract it is held responsible for the enforcement of the provisions of the statute the same as the State itself or a political division thereof.

There is substantial compliance with the Eight-Hour Law, the number of complaints of violations being com-

paratively small. All of its provisions are being strictly observed by contractors on the greatest public enterprise in the State — the Barge Canal — which is at present in course of construction.

Making Eight Hours a Day's Work for Block System Employees on Railroads.

Chapter 627, Laws of 1907, makes it unlawful to require or permit any signalman or operator who spaces railroad trains by use of the telegraph or telephone under the block system to be on duty for more than eight hours in a day of twenty-four hours, except in cases of extraordinary emergency caused by accident, fire, flood or danger to life or property; and for each hour of labor so performed in any one day in excess of such eight hours, by any such employee, he shall be paid in addition at least one-eighth of his daily compensation. Employers who violate the provisions of the act are, upon conviction, subject to a fine of not less than $100 for each offense, one-half of such fine to be paid to the informer and the balance to be placed in the free school fund of the State.

All the courts of the State have upheld the constitutionality of this law.

Prohibiting Excessive Working Time and Providing for Suitable Rest Periods for Employees Engaged in Railway Train Service.

Chapter 523, Laws of 1907, makes it a crime for a company operating a railroad thirty miles or more in length to require or permit an employee in its train service to remain on duty more than sixteen consecutive hours, or on the completion of a sixteen-hour trip to go on duty again without a ten-hour rest.

Extending the Shorter-Hour Law for Drug-Store Employees.

Chapter 422, Laws of 1910, amends the Public Health Law relating to pharmacies. It not only restricts the hours of drug clerks to seventy per week, but also applies to apprentices and all other employees in drug stores. Previously the law affected only Greater New York, but its provisions now extend to the other cities of the first class — Buffalo and Rochester.

Sunday Rest for Butcher Workmen.

Chapter 392, Laws of 1901, amends the Penal Code so as to require the closing of meat markets on Sunday, thus shortening the working hours of butchers and meat cutters.

Republican law makers have also defeated all bills calling for the repeal of laws prohibiting Sunday work in the State.

Health and Safety Laws for Working People.

Chaper 106, Laws of 1910, adds these sentences to the statute concerning the operation of dust-creating machinery: "All grinding, polishing or buffing wheels used in the course of the manufacture of articles of baser metals shall be equipped with proper hoods and pipes and such pipes shall be connected to an exhaust fan of sufficient capacity and power to remove all matter thrown off such wheels in the course of their use. Such fan shall be kept running constantly while such grinding, polishing or buffing wheels are in operation; except that in case of wet grinding it is unnecessary to comply with this provision. All machinery creating dust or impurities shall be equipped with proper hoods and pipes and such pipes shall be connected

to an exhaust fan of sufficient capacity and power to remove such dust or impurities; such fan shall be kept running constantly while such machinery is in use."

Chapter 114, Laws of 1910, compels employers to see that "floors shall be maintained in a safe condition and shall be kept clean and sanitary at all times." Another provision relates to personal hygiene, insisting that "no person shall spit or expectorate upon the walls, floors or stairs of any building used in whole or in part for factory purposes." The act also requires that "sanitary cuspidors shall be provided in every workroom in a factory in such numbers as the commissioner of labor may determine. Such cuspidors shall be thoroughly cleansed daily."

Good drinking water and more sanitary conveniences are provided for factory workers by chapter 229, Laws of 1910. Pure water must be supplied through proper pipe connections with mains or from springs. If such drinking water be placed in receptacles, they are required to be cleaned at frequent intervals. In every factory there shall be provided and maintained for the use of employees suitable and convenient washrooms, equipped with sinks and proper water-service. Where females are employed dressing or emergency rooms shall be provided for their use. In brass and iron foundries suitable provision shall be made and maintained for drying the working clothes of persons employed therein. In every factory there shall be provided suitable, convenient and separate toilet facilities for each sex. Such rooms shall be properly screened, lighted, ventilated and kept clean and sanitary.

To protect the lives of employees in case of fire, chapter 461, Laws of 1910, provides: "No door, window or other opening on any floor of any factory shall be obstructed by stationary metal bars, grating or

wire mesh. Any metal bars, grating or wire mesh provided for any such doors, windows or openings, shall be so constructed as to be readily movable or removable from the interior in such a manner as to afford the free and unobstructed use of such doors, windows or openings for purposes of egress, in case of need."

Accidents on Buildings to be Reported.

Numerous accidents to employees in the building industry occur annually, but heretofore were not given publicity because there was no law on the statute books requiring builders to report them. Chapter 155, Laws of 1910, corrects this, and will eventually be the means of throwing more safeguards about the workmen in this hazardous employment. The new act provides: "The person in charge of any building, construction, excavating or engineering work of any description, including the work of repair, alteration, painting or renovating, shall keep a correct record of all deaths, accidents or injuries sustained by any person working thereon. Such record shall be open to the inspection of the commissioner of labor and a copy thereof shall be furnished to the said commissioner of labor on demand. Within forty-eight hours after the time of the accident, death or injury, a report thereof shall be made in writing to the commissioner of labor, stating as fully as possible the cause of the death or injury, and the place where the injured person has been sent, with such other or further information relative thereto as may be required by the said commissioner, who may investigate the causes thereof and require such precautions to be taken as will prevent the recurrence of similar happenings."

Licensing Moving Picture Operators in New York City.

To protect the public against incompetent and careless moving picture operators, chapter 654, Laws of 1910, amends the Greater New York charter by requiring that all persons operating motion picture apparatus in that city shall be licensed by the commissioner of water supply, gas and electricity after a thorough examination. The law states that no person shall be eligible to procure a license unless he shall be a citizen of the United States and of full age.

Child Labor Laws.

Chapters 151, 184, 255, 380 and 459, Laws of 1903, make important changes, which are designed to prevent the wholesale evasion of the statutes through the use of false affidavits, etc. Hence they require documentary evidence of a child's age, as well as the attainment of a certain standard of education; while a new law prohibits the employment of young children in the selling of newspapers in streets and public places.

Chapter 493, Laws of 1905, requires employers to furnish evidence of the age of children working in manufacturing or mercantile establishments.

Chapter 286, Laws of 1907, provides that children under 16 years of age shall not be employed, permitted or suffered to work in any factory more than eight hours a day, nor before 8 o'clock in the morning nor after 5 o'clock in the evening.

Chapter 588, Laws of 1907, prohibits minors under 14 years of age from selling newspapers, magazines or periodicals on the public streets before 6 o'clock in the morning or after 10 o'clock at night.

Prior to 1909 only the operation of elevators, polishing or buffing wheels, and the cleaning of machinery

while in motion, was specifically regulated with reference to the employment of children or young persons. Beyond this there was only a general prohibition of the employment of children under 16 on "dangerous machinery of any kind." Chapter 299, Laws of 1909, however, removes all uncertainty as to such general prohibition, and specifies by name a number of different kinds of machinery upon which children under 16 years of age shall not be employed, and in addition prevents their employment in certain specific operations, processes or occupations, including, in the case of girls, occupations compelling them to remain standing constantly. Children are also forbidden to have the care, custody, or management of or to operate freight or passenger elevators. Chapter 107, Laws of 1910, enlarges the already long list of dangerous machines upon which children are prohibited from working.

The Mercantile Law was amended by chapter 293, Laws of 1909, so as to include all business establishments in the section that forbids the employment of children under the age of 14 years. This rewording of the statute removes all doubt as to its scope as originally intended. In part the section now reads: "No child under the age of 14 years shall be employed or permitted to work in or in connection with any mercantile or other business or establishment."

To the list of employments in mercantile and business establishments where children between 14 and 16 years of age are permitted to work not more than fifty-four hours per week, chapter 387, Laws of 1910, adds bowling alleys, the transmission of articles, or "in the distribution or sale of articles, or as a messenger, usher or checker in places of amusement," work not to begin before 8 o'clock in the morning, nor to continue after 7 o'clock in the evening.

Regulating the Labor Hours of Male and Female Minors.

Chapter 506, Laws of 1907, prohibits the employment, in factories, of male minors between the ages of 16 and 18 years and female minors under 21 years of age in any factory more than six days or sixty hours in any one week. Such male minors are prevented from working between 12 o'clock midnight and 4 o'clock in the morning, while female minors cannot be employed before 6 o'clock A. M. nor after 9 o'clock P. M. The statute also contains a new provision which prevents the exchange of employees, by which the limitation of hours was previously evaded.

Regulating the Working Time of Messengers.

By the terms of chapter 342, Laws of 1910, "in cities of the first or second class no person under the age of 21 years shall be employed or permitted to work as a messenger for a telegraph or messenger company in the distribution, transmission or delivery of goods or messages before 5 o'clock in the morning or after 10 o'clock in the evening of any day."

Vacation With Pay for Public Employees.

For the first time in its history the State legislated in 1910 concerning vacations for public employees generally, empowering (by chapter 680) State, county, city, and other civil executive officers, to grant all employees at least two weeks vacation annually with pay, "and for such further period of time as, in the opinion and judgment of the executive officers, the duties, position, length of service and other circumstances may warrant."

The provision of the New York city charter pertaining to vacations of public employees in the metropolis was amended by chapter 679 so as to make it uniform

with chapter 680, thus increasing the vacation period there from one week to not less than two weeks with the same compensation as if actually employed, "except that no such vacation shall be granted to per diem employees for longer than two weeks during the months of June, July and August."

Mercantile Inspection.

Chapter 520, Laws of 1908, established a Bureau of Mercantile Inspection in the Department of Labor and empowered the Commissioner of Labor to enforce the provisions of the Mercantile Inspection Law in cities of the first class. This bureau has been in successful operation during the past two years.

Bureau of Industries and Immigration.

Chapter 514, Laws of 1910, establishes the Bureau of Industries and Immigration in the Department of Labor. The purpose of this act is to protect aliens from the designs of swindlers; to inaugurate necessary reforms for these strangers to our institutions and customs, hasten to Americanize them, and elevate their economic status to the high standard that exists among the citizen workmen of this country.

State Engineer.

WORK ACCOMPLISHED BY HIS DEPARTMENT DURING HIS TERM OF OFFICE.

The administration of the office of State Engineer by the present incumbent is in marked contrast with that of his Democratic predecessor, Frederick Skene. Upon the trial of Skene for misappropriation of public funds, just closed, it was admitted by his counsel that approximately $1,000,000 of State moneys appropriated for road purposes were misappropriated and stolen by Skene's appointees, named at the instance of Tammany Hall.

Hudson River Improvement.

Frank M. Williams, State Engineer, brought to the attention of Congress the necessity for improving the upper Hudson river to a junction with the Mohawk river at Waterford, the work to be done at the expense of the United States Government in such manner as to meet the requirements of vessels navigating the barge canal now under construction. This has been undertaken by Congress and will relieve the State of New York of considerable expense and greatly enhance the value of the State's navigable water-ways.

Canal Terminals.

Mr. Williams is the Chairman of the New York State Terminal Commission, charged with the duty of providing terminal facilities for the canals, rivers and lakes of the State, and has devoted a large amount of time, with other members of the Commission, in and about New York city and vicinity; also at Buffalo,

Oswego, Troy and many other places within the State adjacent to or reached by the natural and artificial navigable waters of the State. For this work Mr. Williams has not and will not receive additional compensation.

Barge Canal.

Mr. Williams, by virtue of his office, has been charged with the duty of providing all plans, specifications and estimates of cost for building the barge canal of the State of New York and supervising its construction. During the twenty-one months of his incumbency of the office, he has completed fourteen million dollars' worth of such construction, as against eight million dollars' worth done by his predecessors. By a rearrangement and division of contracts, he was enabled to let sixty miles of work in the Mohawk Valley which had been advertised three times previously without the submission of a satisfactory bid.

Mr. Williams has declared that the barge canal can be built considerably within the appropriation.

Settlement with Property-Owners.

Mr. Williams strongly urged before the Legislature the enactment of such laws as would result in speedy settlement with owners for payment for real property appropriated for canal purposes, thus relieving many individuals of hardships theretofore existing, and saving to the State thousands of dollars in interest payments.

Evidence.

In connection with the office of Attorney-General, under the supervision of the Honorable Edward R. O'Malley, Mr. Williams has provided and prepared expert technical evidence in cases before the Court of Claims and other courts, resulting in a great saving to the State in the matter of claims. He found that

the property of the Ontario Knitting Company, appropriated by State Engineer Skene, was not required for barge canal purposes. On the strength of this, Attorney-General O'Malley won a victory in the Court of Claims on the trial of the claim of the Ontario Knitting Company, which will save the State more than $1,000,000. This decision was rendered early in October, 1910.

Geological Survey.

Mr. Williams has vigorously urged upon Congress and the State Legislature to make suitable appropriations for speedily completing the joint geological survey of the State, and has succeeded in having these appropriations materially increased.

New York — Connecticut Boundary Line.

In conjunction with representatives of Connecticut, he has established and remonumented the boundary line between that State and New York, thus disposing of a question which has remained unsettled for many years.

New York — Massachusetts Boundary Line.

Securing the enactment by the Legislature of 1910 of a bill confirming the boundary line between the States of New York and Massachusetts as established by joint surveys. Local private interests had prevented such legislation for nine years.

The "Blue Line" Survey Bill.

Securing the enactment of a bill to establish the property line commonly called "The Blue Line" between real property belonging to the State and adjacent owners along the State Canal systems, which will result in establishing the State's ownership to large amounts

of real property in the various cities and towns throughout the entire length of the canals. No perfected map of these State properties has been made since 1834.

Preservation of State Records.

Securing the enactment by the Legislature of 1910 of an appropriation for fire-proof vaults for the purpose of preserving valuable records covering the colonial period of the State of New York, as well as records covering its existence as a State. Many of these records are of inestimable value and could not by any possibility be reproduced in the event of loss or destruction.

Commissioners of the Land Office.

The Commissioners of the Land Office consist of the Lieutenant-Governor, the Secretary of State, the Comptroller, the State Treasurer, the Attorney-General, the State Engineer and Surveyor and the Speaker of the Assembly. They have control of the loan mortgage property of the State, abandoned canal lands, escheated property and lands under water and have power to dispose of the same. The vast amount and value of such properties is not generally appreciated.

Forest Commission.

The Forest, Fish and Game Commissioner is appointed by the Governor. This official has jurisdiction over the lands of the Forest Preserve and it is his duty to protect the State's holdings against the attempts of private interests to illegally occupy these public lands.

Bringing them to Book.

A FEW OF THE MOST IMPORTANT THINGS ACCOMPLISHED BY THE ATTORNEY-GENERAL'S OFFICE SINCE JANUARY 1, 1909.

The administration of the office of Attorney-General by Mr. Jackson, the Democratic predecessor of Attorney-General O'Malley, was marked by a degree of inefficiency and extravagance concededly unequaled in the history of the State.

$40,000,000 in Back Taxes Collected.

Under an amendment to the Tax Law, drafted by Attorney-General O'Malley, ten years' taxes on special franchise assessments have been collected by:

(a) Vacating refereeships in 3,000 proceedings and moving them for trial in court.

(b) Changing venue from Albany county to other localities.

(c) Urging cases to trial at extraordinary terms of Supreme Court.

(d) Obtaining decision from Court of Appeals in Jamaica Water case, establishing definite rules for levying.

Ice Trust Convicted.

American Ice Company convicted under Anti-Monopoly Law — First successful prosecution — Effect on business corporations marked.

Price of Milk Reduced.

Investigation drove Consolidated Milk Exchange, a price-making organization, out of the State; forced large dealers to put back milk from 9 to 8 cents a quart — Many indictments in New York on evidence brought out by inquiry.

Important Labor Victories.

(a) Eight-Hour Law for block signal telegraphers sustained in Court of Appeals.

(b) Semi-monthly Pay Law for railroad employees sustained in Court of Appeals — Law re-drafted by Attorney-General to meet objections.

Serious Strike Settled.

With aid of representative of Attorney-General, State Board of Mediation and Arbitration elicits facts on which International Paper Company settles with employees.

Policyholders and Public Protected.

(a) Pittsburg Life and Trust Company forced to bring back to State $20,000,000 assets of Washington Life Insurance Company — Two companies forced to make proper agreement for reinsurance.

(b) Directors People's Life Insurance Association and League of Syracuse forced to pay back $150,000 assets to company — Superintendent of Insurance put in possession of assets of $3,000,000.

(c) Rendered decision on which Lloyds associations were brought under new law — Result, many Lloyds liquidated.

(d) Law establishing $150,000,000 limit for new business of any company in single year sustained.

(e) Suits against Equitable directors settled with profit of $1,000,000 to policyholders.

Barge Canal Work Systematized.

Delay of former years in compensating property-owners for land appropriated for barge canal obviated by establishing bureau to pass on and accept titles promptly — Titles now being passed on at rate of 400 a year as compared with 100 in year 1908.

Election Frauds Investigated.

Six hundred cases investigated in New York city — One hundred indictments — Sixty-four convictions.

Graft Inquiries.

Thirty-four indictments found in Schenectady county — Several convictions. Several indictments found against former State Engineer and Surveyor Skene in which it was discovered that the State had been defrauded out of upwards of $1,000,000 in the letting of good roads contracts.

War Veterans Reimbursed.

Collected from United States Government $40,027 as additional pay of soldiers in Spanish-American War, $49,541 for materials furnished by State in same war and $7,206 for duties on arms used in Civil War — Further claim of $108,000 for pay of soldiers in organizing Spanish-American War forces, presented.

Unused Street Railway Franchises.

For first time in history of State, Attorney-General has begun a systematic campaign for forfeiture of these franchises — suits begun against Metropolitan and Forty-second Street Railway companies in New York city being fought through courts.

30,000 Acres of Timber Saved.

In suit by State, Justice Chester held that contract obtained by Brooklyn Cooperage Company from Cornell University, permitting it to deforest this tract, was invalid — title to land recovered by State and counterclaim of cooperage company against State for $1,200,000 dismissed.

Victories in Court of Claims.

Claim of Ontario Knitting Company for $1,019,051.78 for property unnecessarily appropriated for barge canal by former State Engineer and Surveyor Skene dismissed — judgments for only $463,000 resulted from general canal claims aggregating $4,770,000 in year 1909 — recoveries of only $400,000 on barge canal claims amounting to $5,000,000.

Agricultural Law Strictly Enforced.

One thousand four hundred and seventy-eight prosecutions disposed of since January 1, 1909 — $87,223 in penalties collected — standard of milk sold raised.

Important Bills Saved From Death.

Opinion that bills had been returned in time, enabling Governor to approve — affected New York city — including one providing for vacations of 10,000 city employees.

Barge Canal Act Sustained Before Justice Foote.

Contentions that act was invalid because it contemplated abandonment of original canal route and that bond issue was not sufficient, refuted.

Advice to State Departments.

Gave 314 opinions in 1909 — 210 opinions up to September 1st this year — heads of departments unanimous in commendation of work.

The Great Issue.

THE PRIZE SOUGHT BY THE DEMOCRATS IN THE COMING ELECTION IS THE CANAL AND GOOD ROADS APPROPRIATIONS — SHALL TAMMANY EXTEND ITSELF OVER THE ENTIRE STATE?

One of the most important issues, if not the paramount issue, of this campaign is the election of the State officials to whom will be entrusted the expenditure of approximately $200,000,000 in carrying out the Republican policy of improving the roads and bringing to fruition the great barge canal enterprise.

Charles F. Murphy, the leader of Tammany Hall, is notoriously interested in contracting enterprises, and has accumulated an immense fortune.

The nominees on the Democratic ticket for the offices of State Engineer and Surveyor, and for Comptroller, are recognized as being close to Murphy, and these officials will control the enormous contracts that will be let during the next few years for canal and highway improvements.

That Murphy was in full control of the Rochester Convention is known of all men, but to what extent is best described in the language of a reporter of the *New York Times,* the leading Democratic organ of the metropolis. This account in *The Times* is as follows: "All day and to-night the Democratic leaders have been going hat in hand to Mr. Murphy and asking him humbly to favor this or that candidate. Never before has Tammany Hall been in such unquestioned

control of the State Convention. Never before has any Tammany boss been acknowledged as State leader in the unlimited way in which Murphy is recognized to-day. The Convention is in the hollow of his hand. Back of Murphy's control are strange and sinister influences. You cannot throw a brick in any direction in Rochester without hitting a lobbyist or a railroad attorney."

This evidence is conclusive of the domination of the convention that nominated Dix and his associates by Boss Murphy and Tammany Hall.

The great sum of money involved in the Canal and Highway enterprises must necessarily appeal to the greed of unscrupulous politicians and political contractors. The high standard of the nominees on the Republican ticket imposes a duty upon the voters of this State to elect them and place in safe and efficient hands the vast sum of money appropriated for the Canal and Good Roads enterprises. Of the $200,000,000 referred to, one-half of this sum is to be expended in the construction of the barge canal. The sum of $50,000,000 has been voted by the State, and an equal sum, it is estimated, from the localities, for the construction of good roads. This enormous aggregate of money constitutes a temptation and an incentive to unscrupulous politicians to exert every effort, both legitimate and illegitimate, to secure the favors of the officials who control these appropriations.

The sinister influences to which this great sum of money appeals is known to every voter in the State — Tammany Hall is after it. The question that will appeal to voters and to good citizens throughout the State is, "Shall the entire State be Tammanyized?" If it is, Tammany will extend its system of government from New York to Lake Erie; favored Tammany leaders will get their share of the business, and

a machine will be constructed such as exists in New York city since Tammany leaders went into the contracting business. This is what confronts the people of the State. To understand this subject thoroughly it is well to enumerate the officials to be voted for, and their powers and duties in respect to these funds.

The members of the Canal Board are the Lieutenant-Governor, the Secretary of State, the Comptroller, the State Treasurer, the Attorney-General, the State Engineer and Surveyor and the Superintendent of Public Works. The Canal Board has power to fix and change canal boundaries; they determine whether certain canal lands may be sold or abandoned. They control the disposition of surplus waters created by the erection of the canal structures for the barge canal, which surplus waters will be worth millions of dollars when the canal is completed; grant permits for erection for commercial or manufacturing purposes; and investigate charges against certain canal officials.

The Commissioners of the Canal Board have the superintendence of the canal fund and the canal debt. The Commission is composed of the Governor, Secretary of State, Comptroller, Treasurer and Attorney-General.

The Superintendent of Public Works has general supervision of the existing canals, namely, the Erie, Champlain, Oswego, Cayuga, Seneca, Black River, Oneida River Improvement, Seneca River and Cayuga Inlet.

The duties of maintaining navigation on these canals fall to the Superintendent of Public Works, who is appointed by the Governor, with the advice and consent of the Senate. He names a deputy and appoints not more than three assistant superintendents, whose duties are prescribed by him, subject to modification by the Legislature.

All other persons employed in the care and manage-

ment of the canals, except clerks, police and those in the Department of the State Engineer and Surveyor, are appointed by the Superintendent of Public Works, and are subject to suspension or removal by him.

The Superintendent of Public Works is a member of the Canal Board, and of the Barge Canal Terminal Commission.

The real authority in the active distribution of the vast sums of money appropriated for canals is the State Engineer and Surveyor. He is a Commissioner of the Land Office, a member of the Canal Board, and of the State Board of Equalization of Assessments, and on Barge Canal Terminal Commission. His department has charge of all engineering in connection with State work. He appoints three division engineers, resident engineers and all subordinate engineers.

In the distribution of the $100,000,000 to be expended for good roads, the Highway Commission appointed by the Governor, has control, in consultation and co-operation with the various supervisors and town boards. Of course they exercise a large influence in the distribution of contracts aggregating upward of $100,000,000.

A Democratic View.

THE NEW YORK EVENING POST, WHICH IS SUPPORTING THE DEMOCRATIC TICKET, REFUTES THE CHARGE OF REPUBLICAN EXTRAVAGANCE.

The *Post,* in its issue of October 7, printed the following editorial:

"The New York Democratic platform very properly calls for economy in State expenditures, and the State Committee has already issued a pamphlet on 'Public Extravagance.' We shall doubtless hear much of this in the campaign, and that is well. It is not well, however, that any orator or writer should take up this subject without an exact knowledge of the facts. In particular is it not well that railing accusations should be brought against Governor Hughes, to the effect that he has been a spendthrift executive. He is now on the bench whence he cannot make reply to such charges; but the figures are all of record, and will tell their own story if honestly scrutinized.

"No one denies that the State expenditures have markedly increased. They were $12,000,000 in 1886, $22,000,000 in 1899, $27,000,000 in 1906, and are estimated at $39,000,000 for 1910. This very progress implies a certain ratio of increase inherent in the nature of the case. As the population grows and as the activities of the State constantly take new directions and extensions, heightened expense inevitably follows. When the State, for example, took over the entire care of the insane, it saddled itself with a surely mounting yearly outlay. The official reports show that the num-

bers of insane to be cared for at the public charge increase by about 1,000 a year. This means the need of a new hospital every three years, with the appropriations to build and maintain it. It is, indeed, upon what may be called the humane and progressive work of the State that the greater part of the increased expenditures has been made. No one will contend that they should be cut off; it is hard to show how they can be reduced.

"Let us, for example, take Governor Hughes's first year in office, 1907. The State expenditures that year increased $1,851,927 over the last year of Governor Higgins's term. But a half dozen items account for nearly the whole of this. The new Educational Building for the State had been begun in 1906, and $400,000 appropriated. In 1907, $1,500,000 was appropriated — an increase of $1,100,000. There were also increases of $125,000 in the appropriation for the new State Prison, of $100,000 for the purchase of Adirondack lands, of $197,500 to meet judgments of the Court of Claims, of $200,000 to provide for excise rebates, and of $50,000 for abolition of grade crossings. That gives a total of $1,772,500 out of the entire increase of $1,851,927, leaving only $80,000 to be charged up to possible 'extravagance.'

"But it is, of course, the showing for 1910 that has been fastened upon by certain newspapers as yielding complete proof of wastefulness and reckless financiering. The figures certainly have a suspicious look. In 1910 the final appropriations (after the Governor had vetoed items amounting to $4,713,247) footed up $39,601,224, or an increase over 1909 of $5,456,294. But where were the increases? Again in the necessary judicial and charitable and sanitary and betterment work of the State. The expenses jumped up, admittedly, but the following table will show how and why:

Increase in salaries of justices of the Supreme Court under the recent constitutional amendment	$540,600 00
Increased appropriations for support of common schools and normal schools	325,000 00
Special bill for accumulated deficiency in maintenance of hospitals for the insane	1,231,139 28
Increase in appropriation for maintenance of hospitals for the insane for the ensuing year.....	699,754 00
Increase in appropriation for maintenance of charitable institutions for ensuing year	137,167 76
Increase in appropriation for maintenance of prisons and convicts in penitentiaries, for ensuing year, together with compensation of sheriffs	105,500 00
Increase in appropriation for advances to county treasurers on account of taxes	45,000 00
Increase in appropriations for highway construction and maintenance (apart from proceeds of bonds).....	526,210 46
Amount allowed for grade crossings (no appropriation last year).....	600,000 00
Increase in appropriation for Secretary of State to enforce new Motor Vehicle Law	250,000 00
Increase to provide for appropriation for health officer, port of New York (no appropriation last year).....	175,320 00
Increase in construction items, land, buildings, and equipment.....	858,738 62
	$5,494,430 12

Thus in these items of increase alone — and there is no one to challenge the necessity of any of them — we have $38,000 more than the total increase of appropriations!

"It may be said that the mischief lies elsewhere; that there is extravagance in other legislative bills, which the Governor should have cut out. There doubtless are needlessly swollen appropriations, but we must bear in mind the limitations of the Governor's veto power. He cannot reduce items of appropriation; he can only disallow them. If, for example, an appropriation is made one year of $20,000 to begin construction of a public building, and increased the next year to $750,000, the Governor cannot cut down the latter sum. He might veto it entirely, but that would bring the whole work to a standstill. The evidence is clear that Governor Hughes went through the appropriation bills of 1910 with the utmost care, vetoing items to the amount of nearly $5,000,000, and leaving what remained either because he had no power to reduce it, or because it was necessary to the discharge of the contractual and humane obligations of the State

Under Governor Hughes.

FORMER EXECUTIVE TELLS FARMERS OF AIMS AND ACHIEVEMENTS IN VARIOUS DEPARTMENTS.

Ex-Governor Hughes, in his last speech before he retired from the Gubernatorial office at Albany and assumed the duties of Justice of the Supreme Court of the United States, delivered at the State Fair at Syracuse on September 14th, reviewed some of the work accomplished in the State during the two terms of his administration. The extracts from that speech printed herewith should go far in combating and refuting the allegations of Republican extravagance made by the Democratic newspapers and the Democratic State Committee. The juggled figures printed by these agencies are gone into more technically elsewhere in this book.

"It is a great pleasure to be here on Grange Day. For of all the organizations of citizens with which it has been my privilege to come in contact during the past few years, none has represented a more important interest, or has been under more competent leadership than the State Grange. Its just influence with respect to the protection of our agricultural interests is conspicuously shown, both in legislation and administration. Each year legislation has been enacted to prevent frauds and the sale of unwholesome products, and to perfect our instrumentalities of inspection and supervision. The work of the Department of Agriculture has grown in scope, in importance and in efficiency, and I believe that the able and consicentious

head of the Department has the confidence of all who are familiar with its activities. Nor would the people, in my judgment, permit a reduction of these activities, for there is a growing appreciation of the vital relation of agriculture to the prosperity of the Commonwealth, and it would be a most short-sighted policy which would curtail the legitimate efforts that are being made to foster it." * * *

"Closely related to the prosperity of agriculture and to the interest of all our people are the establishment and maintenance of good roads. We have made liberal provision for this work and, what is equally important, the system of administration has been improved. Two years ago the Highway Law was revised, and to secure suitable continuity the Commission of Highways was created. Under new conditions of travel it has become plain to everyone, here and abroad, that old methods of constructing roads are inadequate, and the Commission wisely regarded it as its first duty to make a thorough study of experiments in the United States and foreign countries to determine what sort of construction would be able to meet the test of motor vehicle traffic. It has made an exhaustive research and its report of progress is most gratifying. I am glad to be advised by the Commission that its inspections during the past summer seem to indicate that the method of construction now adopted will successfully meet the requirements and provide for a macadamized highway with a top or binding course of bituminous material which will not only withstand to a satisfactory degree the strain of motor vehicle traffic, but will also eliminate the dust nuisance. If this confidence is shown to be justified the result will certainly be a most happy one and reflect great credit upon the Commission."

"Upon the organization of the new Highway Department in 1909, there were about 1,800 miles of

macadamized highways throughout the State, and 520 miles were under contract and in various stages of completion. The Commission having prosecuted its investigations and experiments sufficiently to enable it to decide upon the character of construction required, additional contracts have been let for 160 roads, comprising an aggregate of 513 miles, of which 187 miles consist of State routes, and 326 miles of county highways. When the work now under contract is finished, and it is hoped that a large part of it will be completed before next January, the total amount of macadam roads within the State of New York will comprise approximately 2,850 miles. And by the close of 1911 I am assured that it is probable there will be completed a stone highway connecting New York and Buffalo." * * *

"One of the valuable features of the State Fair is the prominence that is given to exhibitions of the work of the State institutions. Our citizens know too little of these great State enterprises. The number of the insane in this State is about 32,650 in 1910 as against about 16,000 known cases in 1890. Of this number, 1,060 are in private institutions, and 31,590 are in the fifteen public State hospitals, two of which are set apart for the care of insane criminals. Of these patients 45.2 per cent are of foreign birth, a percentage largely in excess of that of the foreign-born in our general population. I am glad to see the emphasis that has recently been placed in public address by the President of the Commission in Lunacy on the causes of insanity and the importance of preventive measures. It is estimated that avoidable causes of insanity account for about 50 per cent of the patients under treatment. Most important of these causes are the use of alcohol and the diseases incident to impurity, and thus again we find strikingly reinforced the needed lessons of sobriety and decency." * * *

"Of similar interest are the State charitable institutions, with their care of the blind, the feeble-minded, the epileptic, and for the cure of those suffering from incipient tuberculosis. There are also our reform schools, illustrating the progress in dealing with youthful and other delinquents, such as the Agricultural and Industrial School at Industry, the Training School for Girls at Hudson, the Reformatory for Women at Bedford, and the Western House of Refuge for Women at Albion. These institutions are a lasting credit to the intelligent sentiment of the State and mark the important advance which has been made in dealing with offenders who are susceptible of reformation. There are also interesting exhibits from our State prisons and the reformatories at Elmira and Napanoch." * * *

"We are also seeking to provide necessary prison accommodations. A new prison is under way at Great Meadow, and the construction of another has been authorized and must be quickly provided. And at Albany the State Education Building, which will provide a suitable home for the State Library and for the Education Department, is in course of erection, and will thus permit rooms to be found in the Capitol for branches of administration which are now compelled to seek temporary quarters outside. Great as has been the expansion of our activities, it by no means meets the urgent demands which could not be allowed at this time but have been pressed upon us both for betterments and enlargements in existing institutions and for new foundations.

The Republican Candidates.

Henry Lewis Stimson.

Henry Lewis Stimson, candidate for Governor on the Republican ticket, was born in New York city in 1867 and was educated at Phillips-Andover Academy and Yale, and graduated from the University in 1888.

Mr. Stimson is the son of Dr. Lewis Atterbury Stimson, a distinguished New York physician. On his mother's side he is descended from the distinguished Judge Boudinot, whose brother was Provost-General Boudinot.

Mr. Stimson's active law career was begun in 1891, when he became a clerk in the office of the firm of Root & Clark. In two years he was made a full partner, and until 1897 he was a member of the firm of Root, Howard, Winthrop & Stimson. Senator Root left the firm in that year and the firm became Winthrop & Stimson.

Mr. Stimson is a lover of the country, and the Stimson farm, which has been in the family for many years, is owned by him, and is a cherished retreat for him in his hours of leisure.

In 1906 President Roosevelt appointed Mr. Stimson United States District Attorney for this district, and he performed distinguished service in that office. He resigned the United States attorneyship in 1909, as he wished to return to private practice. He was not a seeker after office. Moreover, he had just been retained as special prosecutor in the Sugar Trust cases and was unwilling to drop that work until it was finished.

In presenting Henry L. Stimson as its nominee for Governor, the Republican party has selected a standard-bearer whose achievements as United States District Attorney for the Southern District of New York are without a parallel. Unlike the Democratic nominee, Henry L. Stimson does not come before the voters and people upon vague and ambiguous promises as to the future, but upon a remarkable record of real achievement for the public good. A mere catalogue of the names of the important cases which he successfully conducted for the public good would fill a small pamphlet; but these are a few of the big things that Mr. Stimson has done:

He prosecuted the New York Central and other railroads, and the Sugar Trust, for rebating, collecting for the government fines amounting to over four hundred thousand dollars, and thus dealt a most crushing blow to the practice of rebates and discriminations by which the powerful are able to crush out their weaker competitors.

He prosecuted James Gordon Bennett and the *New York Herald,* a rich and powerful newspaper, for sending obscene matter through the mails. Mr. Stimson, knowing no difference between rich and poor, compelled Bennett to come to America and in person plead guilty to the abuse of the mails for the indecent personal column. Bennett paid over thirty thousand dollars in fines, and ever since the *New York Herald* has discontinued its shameful personal column. No wonder the *New York Herald* and Bennett have no love for Mr. Stimson!

Mr. Stimson next went after Charles W. Morse, of ice fame, for using a national bank in his gambling enterprises. Morse was convicted and is now in jail.

He next went after the Manila Paper Combine and dissolved it.

He next again went after the Sugar Trust, this time

for customs frauds, made the Trust disgorge over two million dollars, convicted all the live men who could be reached, for cheating.

Mr. Stimson rigorously and successfully enforced the Contract Labor Law, securing both fines and prison sentences.

Unlike other district attorneys, Mr. Stimson went after big game, and got it. Mr. Stimson's work was permanent, for the convictions which Mr. Stimson secured from the juries were sustained by the appellate courts. Not a single conviction which Mr. Stimson secured was reversed by the courts. Stimson fought not only hard but fair, in a quiet and dignified way. He went after widespread abuses in the community, and secured punishment of the guilty, and no pressure, no matter how strong, could swerve him from his purpose. He was opposed by the ablest and highest paid lawyers at the American Bar, and against one and all he was successful.

[An editorial in *Collier's Weekly,* under the simple head, "Stimson," gives this vivid pen picture of the leader on the Republican ticket:]

"A quiet man, who has done much work; who puts most of us to shame with his truthfulness and the persistent straightness of his course; who has never taken, and never could take, an improper order from any human being — such a man is Stimson. His administrative ability was shown in the conduct of his office when he was United States District Attorney. If he has done more to put down rebates than any other man, he did it because it was his function. If he put the Ice King in jail, it was done without malice. We are all talking about his Sugar Trust indictments, but as Mr. Stimson is not gifted at making his work widely known few realize how much more far-reaching has

been his punishment of the Custom-House officials. He has obtained convictions against the New York Central, the Great Northern, the Vermont Central, the Chicago, Milwaukee, and St. Paul, the Chicago, Rock Island, and Pacific. He is farthest removed from a demagogue. Not emotion moves him, but knowledge and reason. He is slow to let his mind condemn any man or any corporation, but when the evidence is before him his conduct is inflexible. There has been a good deal of justifiable discontent over the immunity of the man higher up in corporation crimes. Charles W. Morse was a high financier, and some people may take satisfaction (as we do) in the fact that Stimson put him in stripes, with ordinary unwealthy felons, who steal because they need the money. The secretary and treasurer of the American Sugar Refining Company has also been sentenced to the penitentiary. The superintendent of the Havemeyer & Elder refinery was also sentenced to two years in prison. All this, as we have said, was done coolly and silently, in the mere course of public duty. Personally, Mr. Stimson's career is without a blot. There is nothing to explain. Had the whole State of New York been raked for a man worthy to follow Hughes, we know not one who could have faced that heavy test with a fairer hope than Stimson.

Edward Schoeneck.

Edward Schoeneck, the candidate for Lieutenant-Governor, was born in Syracuse on August 6, 1875. His father was a German blacksmith and, with his brothers, Edward worked in the blacksmith shop. While he was faithful to his work, he longed for other fields of endeavor and studied in his leisure hours. He attended night school and business college, becoming a stenographer and earning the money with which to pay for his education. Before entering the blacksmith shop, he had secured a common school educa-

tion, but later took up high school subjects in order to prepare himself for a career as a lawyer.

He entered the College of Law in Syracuse University after having studied in the office of Governor Horace White.

Before his graduation from the Law School, he was elected supervisor of his ward in 1901.

In 1903, he was sent to the Assembly from the Second District of Onondaga county. In the Legislature he gained prominence as a member of the Judiciary Committee and as chairman of the Committee on Taxation and Retrenchment. As member of the Judiciary Committee he drafted and had charge in the House of the bill known as the Corrupt Practices Act, and he also took a prominent part in securing the enactment of the Barnes' Liability Bill applying to railway employees, and in other important legislation. He was, in fact, recognized as one of the leaders of the Assembly. In recognition of his good record in the Assembly in 1904 he was renominated and won with a plurality of more than twice as many as in the previous election.

He was returned to the Assembly a third term and retired to accept the nomination for mayor of his native town. After a bitter fight, he defeated a brother of Congressman Michael E. Driscoll.

His administration of the affairs of Syracuse has been marked by a degree of efficiency and progressiveness that has made for him a name respected throughout the State.

He has always been a staunch Republican, true to his party, its principles and the trusts reposed in him. He has been a firm supporter of the Republican organization in Onondaga county, but when nominated for mayor declared that he "wore no man's collar."

Mayor Schoeneck is married and has one child. His mother, four brothers and two sisters live in Syracuse.

Samuel S. Koenig.

Samuel S. Koenig, of New York city, has been renominated to succeed himself as Secretary of State, to which office he was elected two years ago, and in which he has made an admirable record.

Mr. Koenig is 38 years old and has long been active in the politics of his district. He was graduated with honors from the New York University Law School and a preliminary training in the public schools and the City College.

For several years he was identified with the anti-machine Republican movement; was secretary of the McKinley League of this city, president of the Federal Republican Club, and was instrumental in healing the factional differences existing in the Sixteenth District. He did effective work on the stump for McKinley and Roosevelt.

Up to the time of his election to his present position he was actively engaged in the practice of law. He is past chancellor of Justinian Lodge, Knights of Pythias, and belongs to other social organizations.

James Thompson.

James Thompson, who has been nominated upon the Republican ticket for State Comptroller, is one of the leading business men of Rensselaer county. He conducts numerous mills at Valley Falls on the Hoosick river, about fourteen miles from Troy.

Mr. Thompson was born in New York city about forty-eight years ago and went to Valley Falls when 14 years old. His father, James Thompson, Sr., established the mills at Valley Falls, which the son later developed into an industry employing several hundred hands. Mr. Thompson is also interested in

a number of banks in Troy. He has never held office. He has given some attention to county politics.

He has been high in the councils of the party in Rensselaer county and is a leading member of the County Republican Club. He is a far-sighted business man; a plain business man of simple tastes with no hobby, except his automobile. He has a home in Valley Falls, and a beautiful summer residence in Saratoga Springs. He is married and has five daughters.

Thomas F. Fennell.

Thomas F. Fennell, who is the Republican nominee for State Treasurer, is a graduate of the Cornell Law School, and practised law in Elmira. In that city he has served as alderman, city attorney and attorney for the board of supervisors. Two years ago he was appointed Deputy Secretary of State.

He is one of the best known athletes in the State. He was formerly a member of the Cornell Henley crew, was track captain and played center on the Cornell football team. He is, in short, a champion all-round amateur athlete.

Mr. Fennell is 35 years old.

Edward R. O'Malley.

Edward R. O'Malley, candidate for re-election to the office of Attorney-General, is by birth and training a man of the people. He was born near Medina, N. Y., forty-six years ago, his father being a small farmer of moderate means. Like most farmers' sons of that period, young O'Malley spent his early boyhood at hard toil on the farm. Possessed of a keen intel-

lect, however, he early saw the value of a college education and began to devote his spare moments to study. In the winter months he attended the Medina Free Academy and taught school alternately until he finally fitted himself for college. He entered the Cornell College of Law in the fall of 1889, and in June of 1891 was graduated with the degree of LL.B.

On being admitted to the Bar, O'Malley began the practice of law in Buffalo and there identified himself with the Republican party. His ability as a public speaker soon attracted the notice of the party leaders. In 1895 he was appointed city attorney of Buffalo. In 1901 he was sent to the Assembly, where he represented the Second District of Erie county for two terms. His record there won him the nomination for Attorney-General in 1908. He was elected by a plurality of 144,068, the largest of any candidate on the State ticket.

Attorney-General O'Malley has collected all the special franchise tax arrears amounting to $40,000,000, a feat which four of his predecessors failed to accomplish in ten years.

By convicting the American Ice Company of attempting to maintain a monopoly in restraint of trade, Attorney-General O'Malley revived in full force the Anti-Monopoly Law, which had come to be regarded as a dead letter. It was the first prosecution of a trust under the laws of this State. Various public prosecutors had made attempts to call this unscrupulous corporation to account for its unlawful acts.

The deplorable condition of the milk traffic next attracted the attention of the Attorney-General. He conducted an inquiry in New York which proved that there existed a combination among the large milk dealers which kept the price paid to the farmer down almost to the cost of production and raised the price to the consumer to an unreasonable figure. As a re-

sult of the inquiry, the Consolidated Milk Exchange, a price-fixing body in which the farmer had no voice, was driven out of the State and several of the large dealers were forced to put the price to the consumer back from nine to eight cents.

Among other important things accomplished by Attorney-General O'Malley might be mentioned: Obtaining several indictments against a former State Engineer and Surveyor, during whose administration, it was brought out, the State had been defrauded out of $1,000,000 in the letting of good roads contracts; sustaining the validity of the Eight-hour Law for railroad employees; the institution of a campaign for the forfeiture of unused street railway franchises in New York city, and the strict enforcement of the agricultural laws dealing with the sale of impure foods and commercial fertilizers.

Frank M. Williams.

Frank M. Williams, the Republican candidate for State Engineer, was born at Durhamville, N. Y., April 11, 1873. He is of Welsh and Mohawk Dutch descent, his maternal ancestry, members of the Staring family, having played an important part in the early development of the Mohawk Valley and having produced many prominent men during the Colonial and Revolutionary period.

He entered Colgate University in the fall of 1891 and was graduated in 1895, with commencement honors and membership in the honorary fraternity of Phi Beta Kappa.

Mr. Williams began the study of law in the office of Hon. J. T. Durham, at Oneida, supplementing this with a course at the Syracuse University College of Law, from which institution he was graduated with

the class of 1897, with the degree of LL. B., having completed the two-year course in one.

Mr. Williams did not take up the active practice of law, but entered the Department of the State Engineer and Surveyor and was employed on canal construction until the spring of 1898, when he engaged in contracting.

Re-entering the department in 1900 he rose step by step through the various civil service grades to the grade of Resident Engineer, which he held for some time, and which is the highest position in the State Engineer's Department which the civil service covers. In his capacity as Resident Engineer he had charge of making surveys, plans and estimates of cost, and of superintending the construction of millions of dollars' worth of State work. He had charge of some of the most important residences in the State, among them being the Goshen residency, including the counties of Orange, Ulster, Rockland, Delaware and Sullivan, and the Buffalo residency, including the counties of Erie, Niagara, Chautauqua, Cattaraugus and Wyoming.

He resigned from the department and returned to private practice in the spring of 1908, and in the fall of that year was the unanimous choice of his party as a candidate for the office of State Engineer and Surveyor. Enthusiastically indorsed by the canals associations and chambers of commerce of the so-called canal cities of the State, he was elected by a majority of 140,000.

Irving G. Vann.

Irving Goodwin Vann, who was renominated for Associate Judge of the Court of Appeals, was born in Ulysses, N. Y., January 3, 1842. He was graduated from Yale in 1863 and has received degrees from the Albany Law School and from Hamilton,

Syracuse and Yale. He was active in the practice of the law from March 1, 1866, to January 1, 1892, when his eminent judicial career began. He served as mayor of Syracuse, 1879–80, and became a Justice of the Supreme Court January first, serving until January 1, 1896, and since that time he has been an Associate Judge of the Court of Appeals.

Judge Vann is a member and a founder of the State Bar Association and of the Onondaga County Bar Association; a member of the New York State Historical Society and a trustee of the Albany Law School. He is a member of these clubs: The Century, Citizens, Yale, University (Syracuse), Fort Orange (Albany). He has a summer residence at Buck Island, Cranberry Lake, N. Y., and his home s in Syracuse.

The Democratic Platform.

DECLARATION OF PRINCIPLES OPPOSES "NEW NATIONALISM," PROMISES STATE-WIDE DIRECT PRIMARIES AND ECONOMY AND ATTACKS REPUBLICAN TARIFF LAW.

The Democratic Party of New York, in convention assembled, pledges itself anew to the old nationalism embodied in the Constitution of the United States and to the support in every way of the independent and continued existence of each of the three separate and distinct branches of the Federal Government; preserving all from attack and usurpation and each from any possibility of encroachment by the others, and in particular we condemn all attacks upon the Supreme Court of the United States.

We again declare that all powers not specifically granted to the Federal Government belong to and of right must be exercised by the States in their sovereign capacity, and we reassert that the most efficient results in government are attained by the complete exercise by the States of these reserved sovereign powers. We are unalterably opposed to any usurpation by the Federal Government of the rights of the States.

We believe in the largest possible measure of home rule for all cities and political subdivisions of a State, convinced that by such rule the liberty and prosperity of the citizens are best attained.

We denounce the Republican party in the nation for its gross and willful betrayal of the trust reposed in it by the people, and point out that the declared and expressed promise to revise the tariff downward, upon which the Republicans obtained office, has been willfully disregarded and ignored.

Tariff Law a Flagrant Breach of Faith.

The Payne-Aldrich Tariff Law, pronounced by President Taft to be "The best tariff that the Republican party ever passed" was a flagrant breach of faith by the Republican party. The bill even increased the exactions of former Republican tariffs and has placed great additional burdens upon the shoulders of the average man, thereby largely contributing to the present high cost of living, a cost out of all proportion to the earning capacity of the great mass of the people.

We declare our belief that only by an honest revision downward of the tariff, with proper regard for the welfare of the American workingman, a reform which will be effected only by the Democratic party, can this excessive cost of living be lessened and the necessaries of life again be brought within reasonable reach of the people of the country. The time has come when special privileges to favored class should be abolished.

We deplore a situation clearly the result of years of uninterrupted Republican power, which compels the citizen of the United States to pay a much larger price for American-made goods than is paid by the people of other countries. Fourteen years of Republican rule in national affairs have brought us to a point where the prices for the necessaries of life are almost without precedent in the history of the country.

We charge the Republican party, both in nation and State, with gross extravagance in public expenditures and with creating many unnecessary offices and adding to the public payrolls thousands of useless officials. We pledge ourselves to retrenchment and reform and to the economical administration of public affairs.

The contrast between the expenditures under the last Democratic national administration and the present Republican national administration is equalled only by the contrast between the two expenditures under the last Democratic Governor and those under the present State administration. In each case the expenditures have increased enormously, and out of all proportion to the growth of either the nation or State in politics, wealth or prosperity.

To Deal With Legislative Corruption.

Even this gross extravagance is overshadowed by the disclosures forced from a reluctant Republican Legislature of official corruption, betrayal of public trust, and flagrant and open bribery, which have astounded and horrified the citizens of the State and almost made the name of the New York Legislature a hissing and a by-word in the mouths of decent men throughout the country. If such conditions are disclosed while the Republicans are still in control of all the branches of our State government, what may be uncovered when a strong and fearless Democratic Governor, whose hands are upheld by a virtuous Democratic Legislature, shall come into power and undertake the task of restoring to the State of New York the sane, progressive, economical and honest government which it enjoyed under a long line of Democratic Governors?

We pledge ourselves to a thorough and exhaustive investigation of all their conduct, in both the legislative

and administrative departments of our State government, that the guilty may be punished and business interests relieved from blackmail.

We declare in favor of State-wide direct primaries to insure to the people the right to choose members of political committees and nominate candidates for public office.

We favor the enactment of such measures as will compel personal registration of voters throughout the entire State. We believe that every possible safeguard should be thrown around the right to vote — such safeguards to be uniform in their application and not made for one portion of the State alone.

We favor betterment of the laws to prevent corrupt practices and bribery and ample appropriations for their rigid enforcement.

We favor the popular election of United States senators.

Income Tax Amendment Favored.

We favor an amendment to the Federal Constitution to permit the imposition by Congress of an income tax, a tax which falls most evenly upon the people in proportion to their ability to share in the expense of government.

We recommend the extension and development of the parcels post, so as to increase the weight and size of parcels which may be carried by United States mail.

The benefit of public lands and water powers should be preserved to the people at large and as the value of these natural resources and returns from them increase, whether from development or otherwise, the State would benefit in the largest possible measure consistent with the honest enterprise of the present generation. We condemn the malfeasance and incompetency of Republican administration of the forest preserve. We demand strict and impartial enforcement of the

forest laws, including immediate abolition of unlawful special privileges in lands dedicated by the law to the use and benefit of all the people.

We favor reasonable regulation by the State of public service corporations.

Advance of Agriculture to be Aided.

We favor the strongest aid to our present institutions for agricultural advance; the development of education along these lines, abolition of the use of impure seeds, and a systematic effort to improve the conditions of trade in farm products to the benefit of both producer and consumer. Public expenditure on canals and roads should be better directed to promote easier access to the markets for foodstuffs and other farm products, that the cost of living may be lowered and the value of farms improved.

The New York State Fair is an important factor in the improvement of agricultural conditions in the State, and we believe in its furtherance as an element in agricultural education.

The increase throughout the State of accidents due to the existence of railroad grade crossings, makes it the duty of the State, in accordance with its long settled policy to contribute its full share toward the elimination of such grade crossings.

We favor the enactment of laws establishing the right of laboring men in case of injury to indemnity out of the fruits of their own industry and the enlargement and more efficient enforcement of legal restrictions upon child labor.

In our government there should be no distinction in citizenship because of race, color or creed. We believe the native and naturalized American citizens traveling abroad should have the equal protec-

tion of our government and its passports should secure the same privileges to those to whom issued, regardless of such distinctions.

We are opposed to unjust and oppressive sumptuary legislation which interferes with the personal rights of the citizen.

We believe police officers are entitled to the writ of certiorari, and that whenever practicable the benefit of the eight-hour law should be extended to them.

We believe that for the promotion of greater efficiency in the public service the merit system should be extended whenever it is found practicable, and protection given to civil service employees from unjust dismissal.

We favor the enactment of appropriate legislation to improve and extend the means for the prevention and cure of tuberculosis.

New Nationalism a Sheer Reaction.

Lastly, we solemnly declare our inflexible opposition to the so-called "new nationalism." Its inventors put this forward as if it were progressive, while in reality it is sheer reaction to tyrannical methods long ago shaken off by the free peoples of the world, oftentimes at cruel cost in treasure and blood. The settlers of our country fled from Europe to escape it. Whatever advance its adoption would bring is advance toward Socialism. They would have to abandon freedom. They would reduce the States to prefectures governed from Washington. They would clothe the President with power to declare what is lawful — a power usurped by one President in the case of a giant corporation absorbing a competitor.

Such a "new nationalism" would lay the meddling hand of a bureaucracy upon every industry,

increasing the burdens of taxation, making the struggle for life still harder, and compelling every American workman to carry on his back a Federal inspector. Against all this exaltation of Federal centralization power to the destruction of home rule, against this despair of representative government, against this contemptuous impatience of the restraints of the law and of the decisions of the courts — we contend, in supreme confidence, that the people of this State and of this nation will not forget the noble heritage of their past, but upon that foundation will build the still nobler progress of their future.

For all these reasons we call upon the citizens of this State, regardless of past or present party ties, to join with the Democracy in putting an end to these conditions by supporting the platform and nominees of this convention.

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